







JOHN A. SEAVERN





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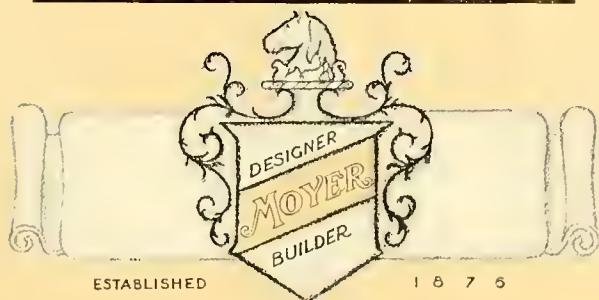






# A.A. MOYER

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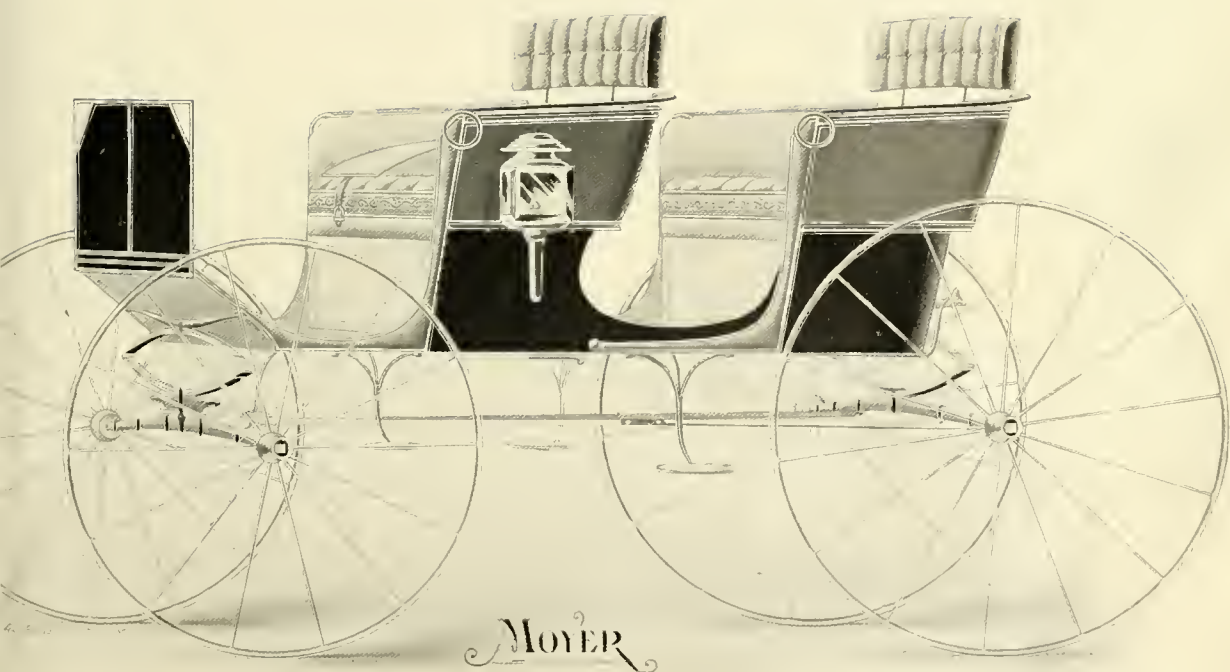
DESIGNER  
BUILDER  
HIGH GRADE  
CARRIAGES

SYRACUSE, N.Y.

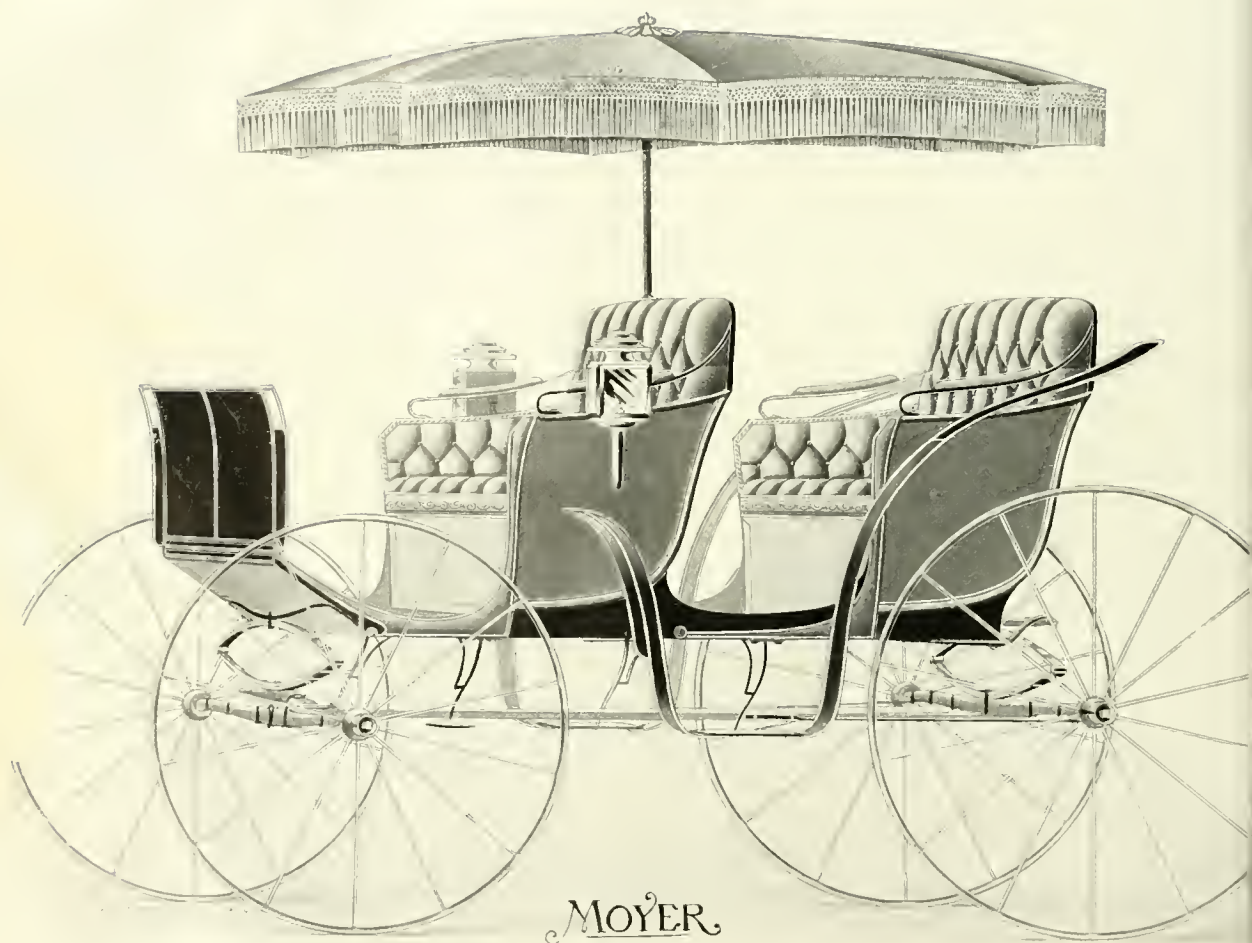
Webster Family Veterinary Medicine  
Cummings School of Veterinary Medicine at  
Tufts University  
200 Westboro Road







No. 171 THE PARISIAN

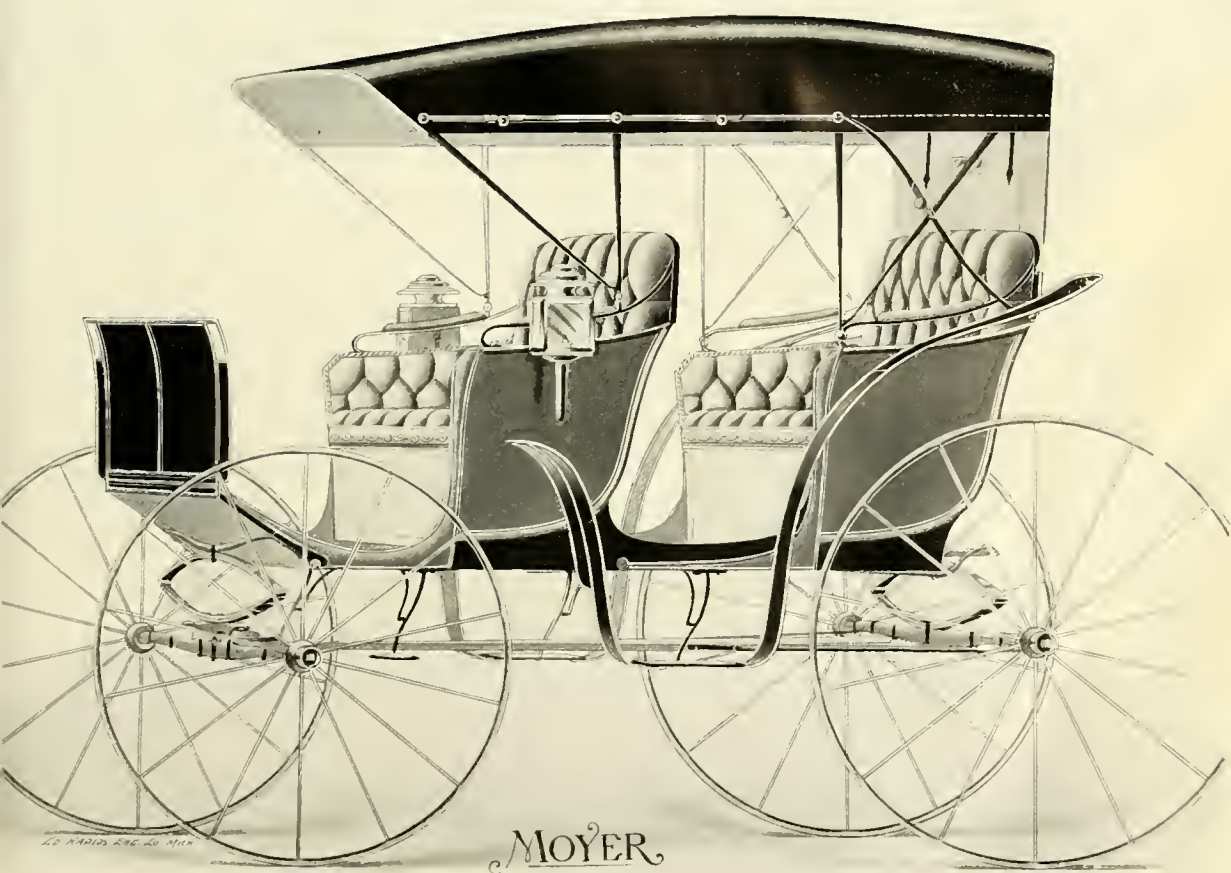


No. 24 THE ROSAMOND STRAIGHT SILL SURREY

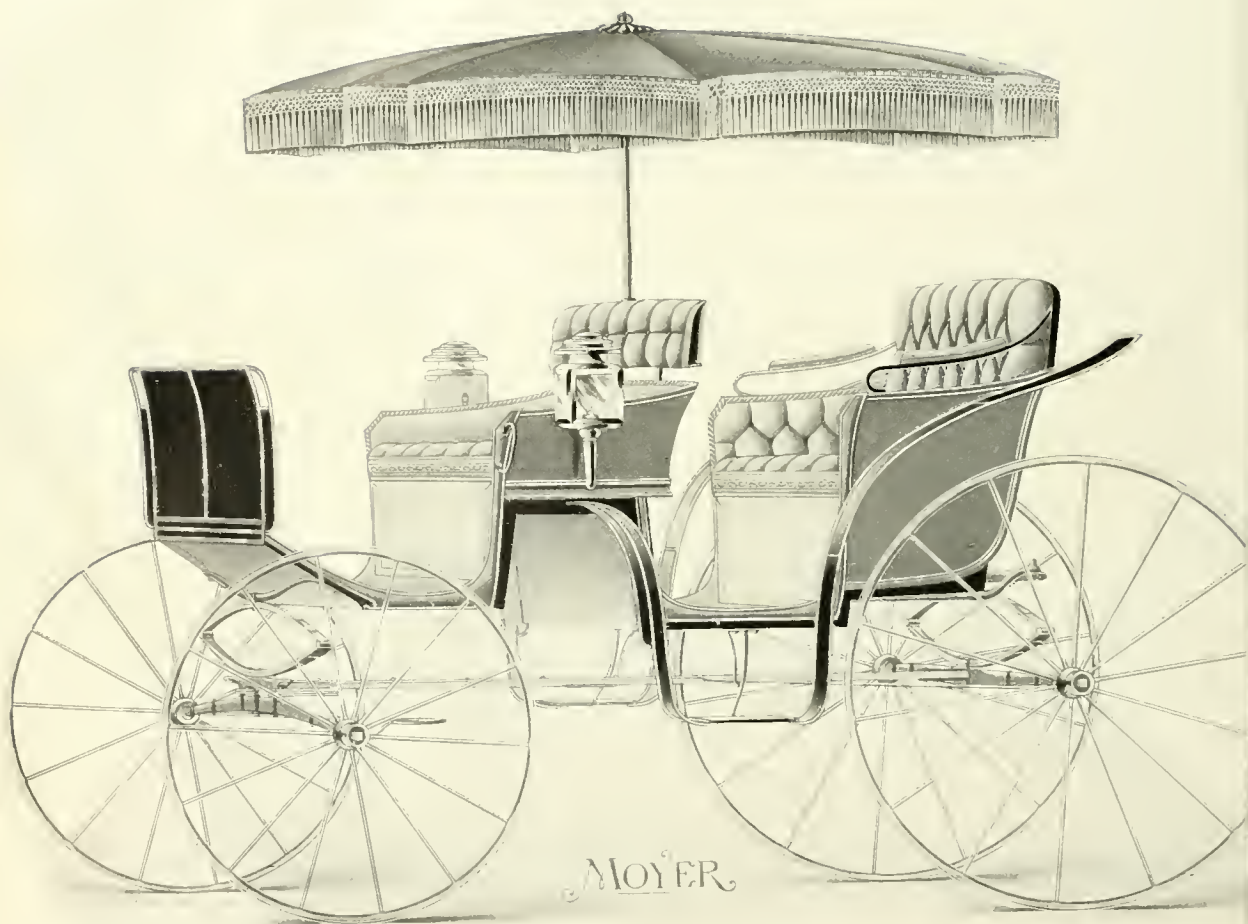
No. 23- Same as above, open

No. 26- Same as above, with  
regular Canopy Top





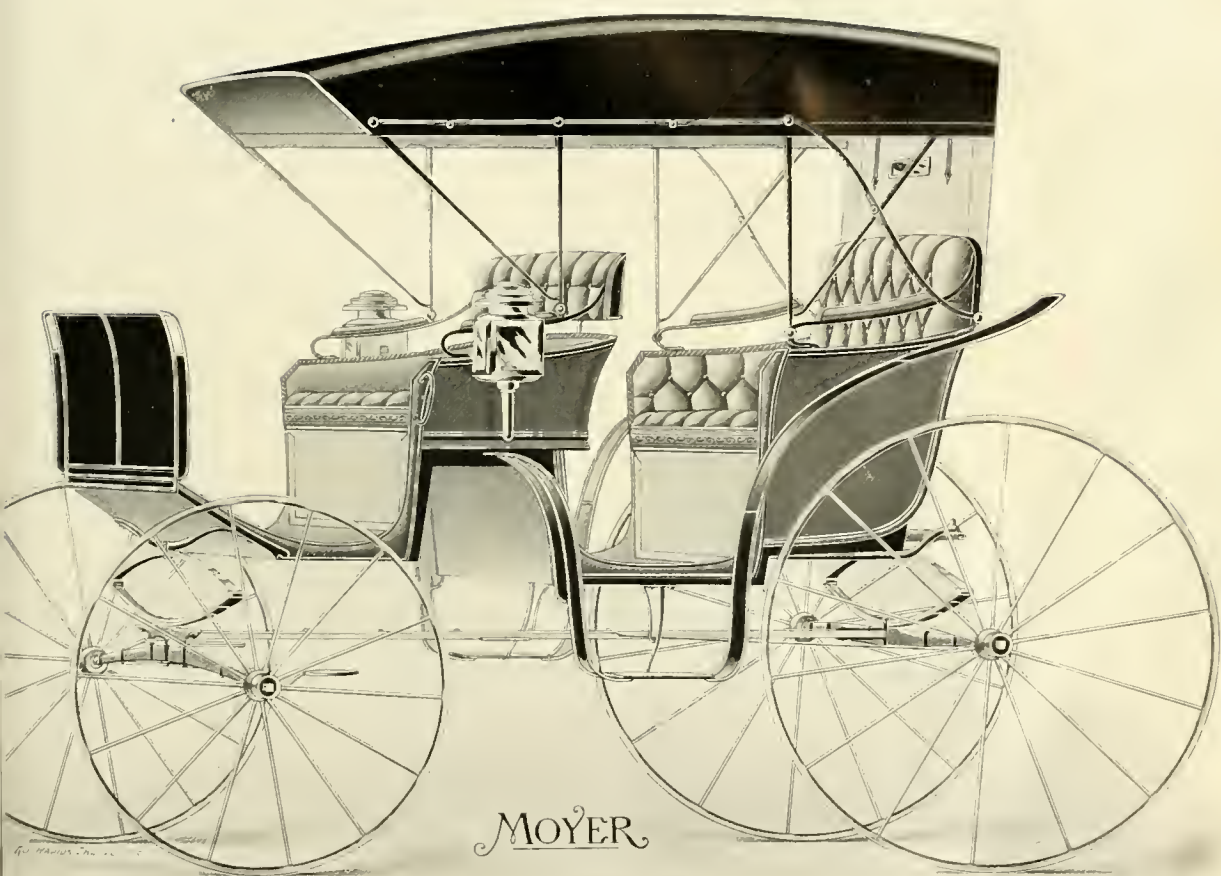
No. 25 THE ROSAMOND STRAIGHT SILL SURREY



No. 22 ROSAMOND CUT-UNDER SURREY

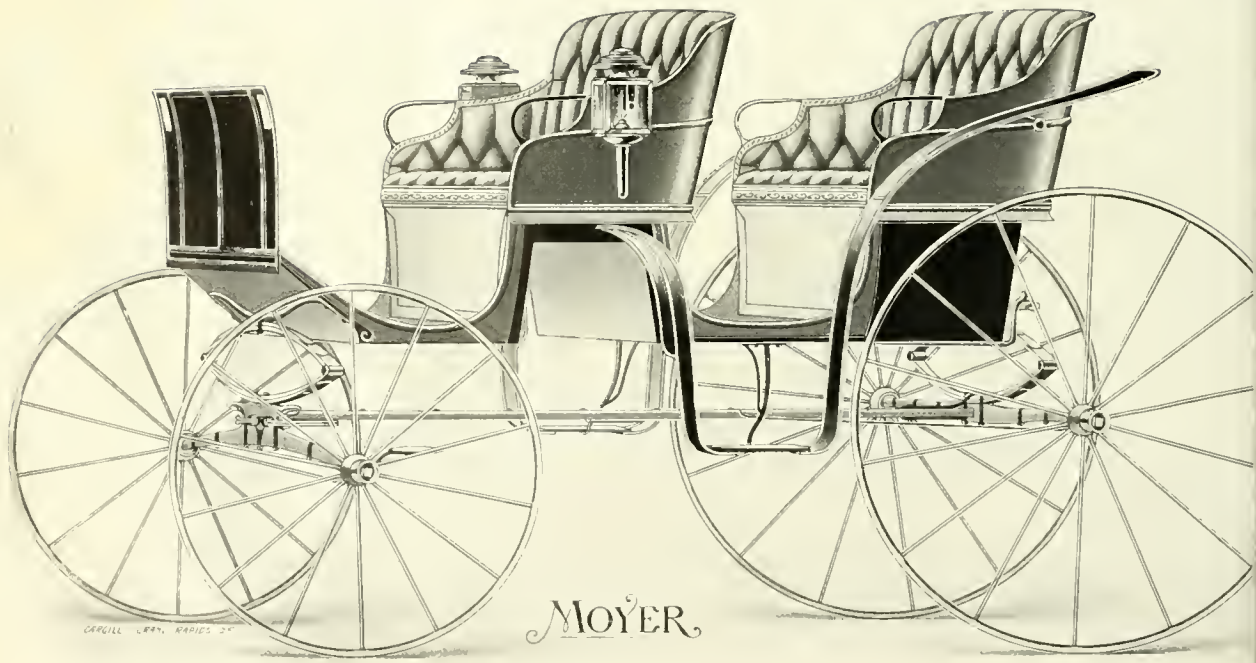
No. 19—Same as above, open

No. 20—Same as above with  
regular Canopy Top



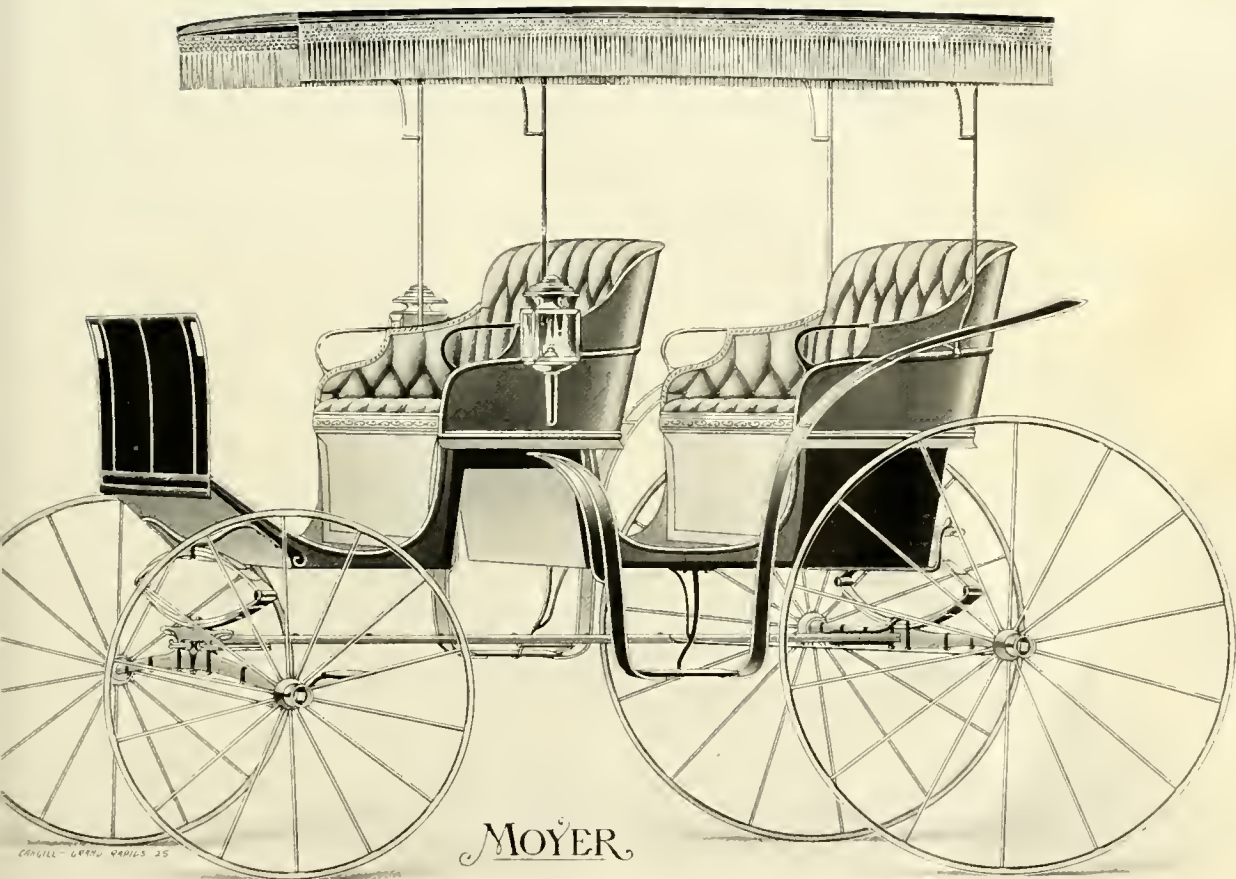
NO. 21 ROSAMOND CUT-UNDER SURREY



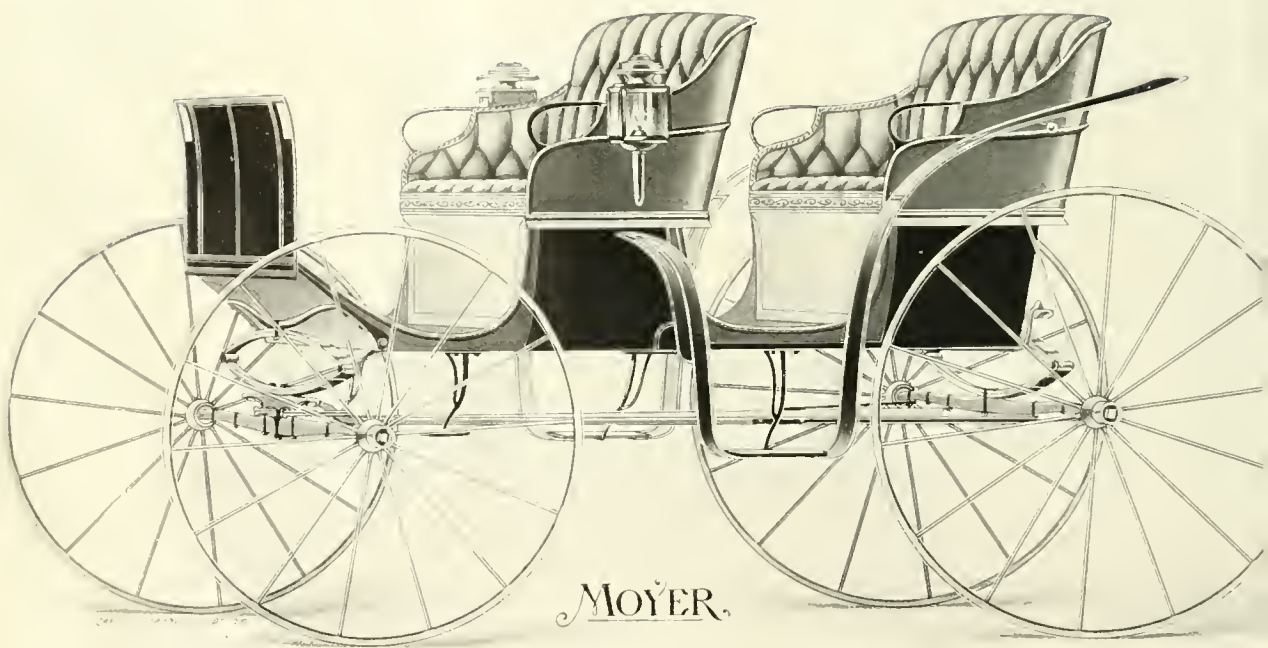


NO. 30 FLORENCE CUT-UNDER SURREY—OPEN

No. 31 Same style as above with  
English Canopy Top



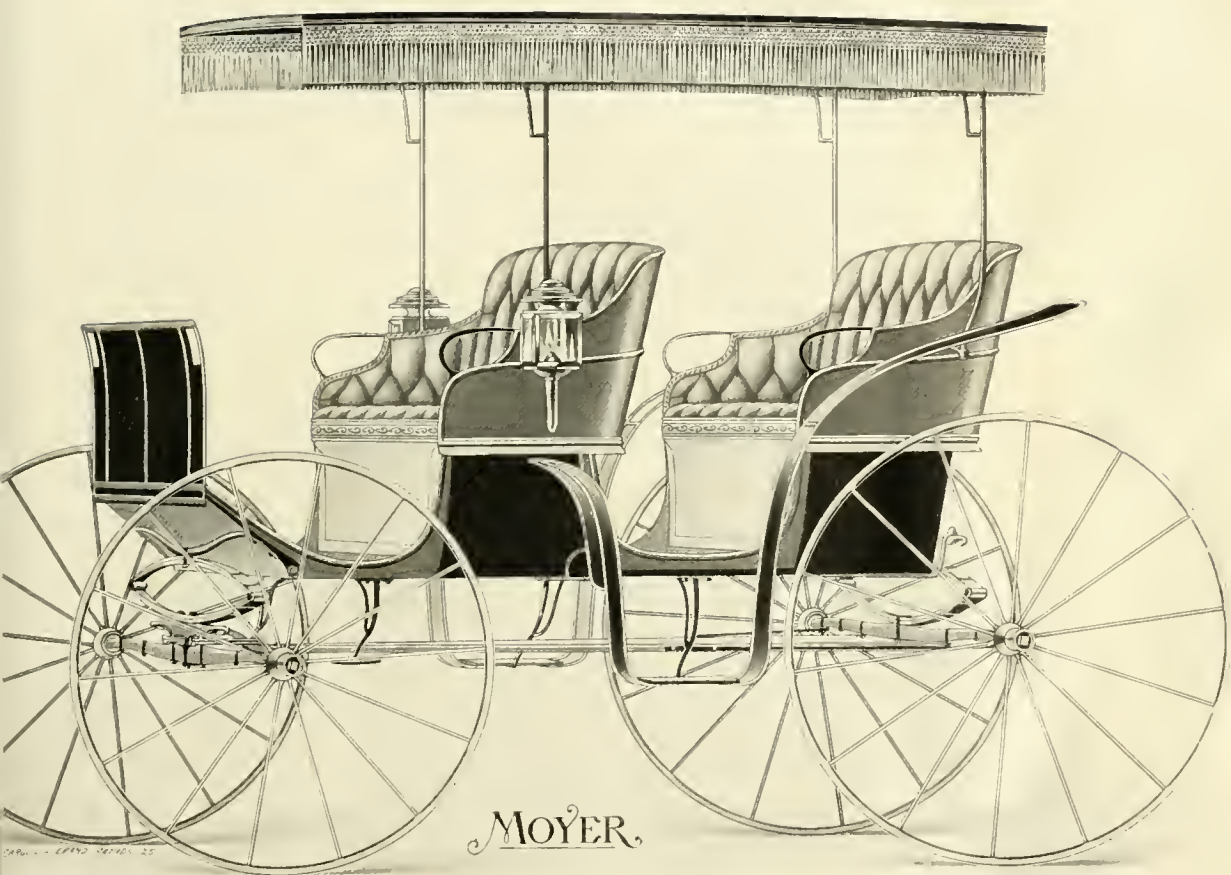
No. 31 FLORENCE CUT-UNDER SURREY—CANOPY TOP



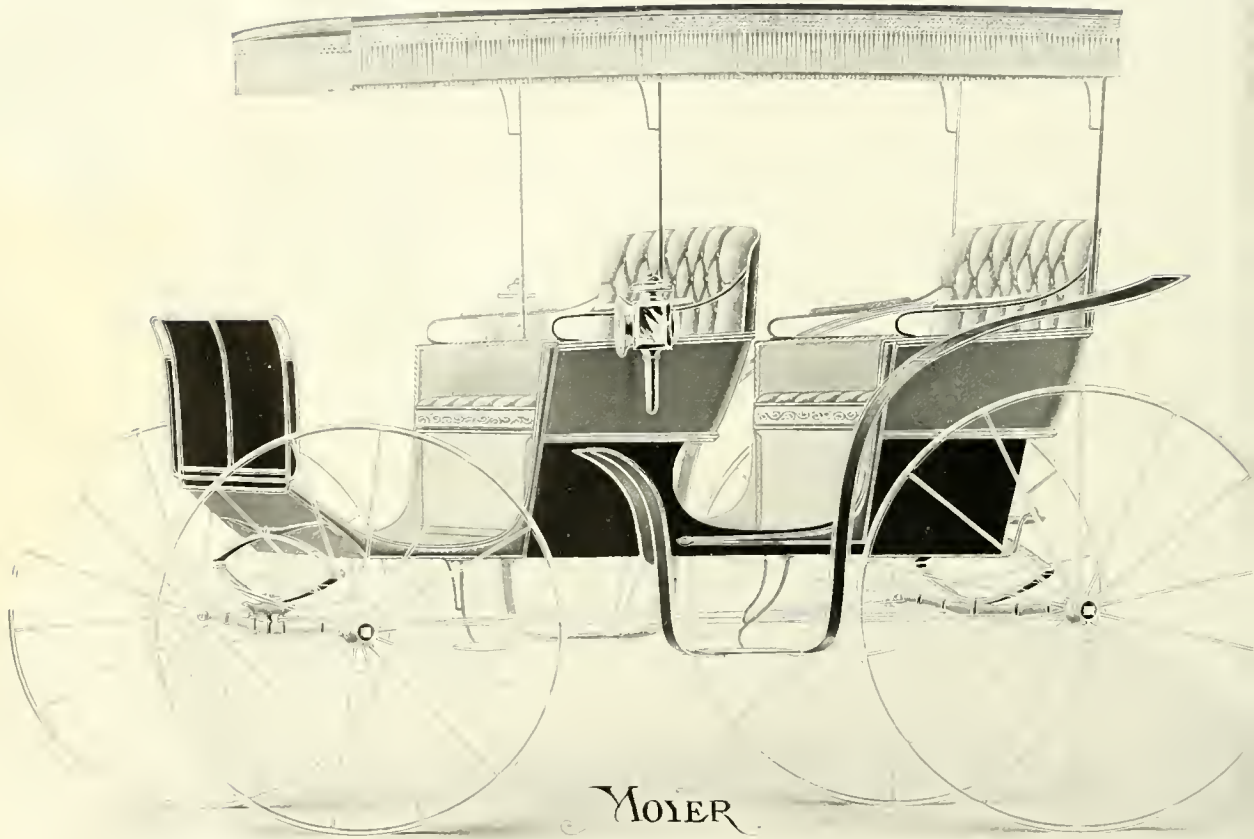
No. 120 FLORENCE STRAIGHT SILL SURREY—OPEN

No. 122- Same style as above with  
English Canopy Top





No. 121 FLORENCE STRAIGHT SILL SURREY—CANOPY TOP

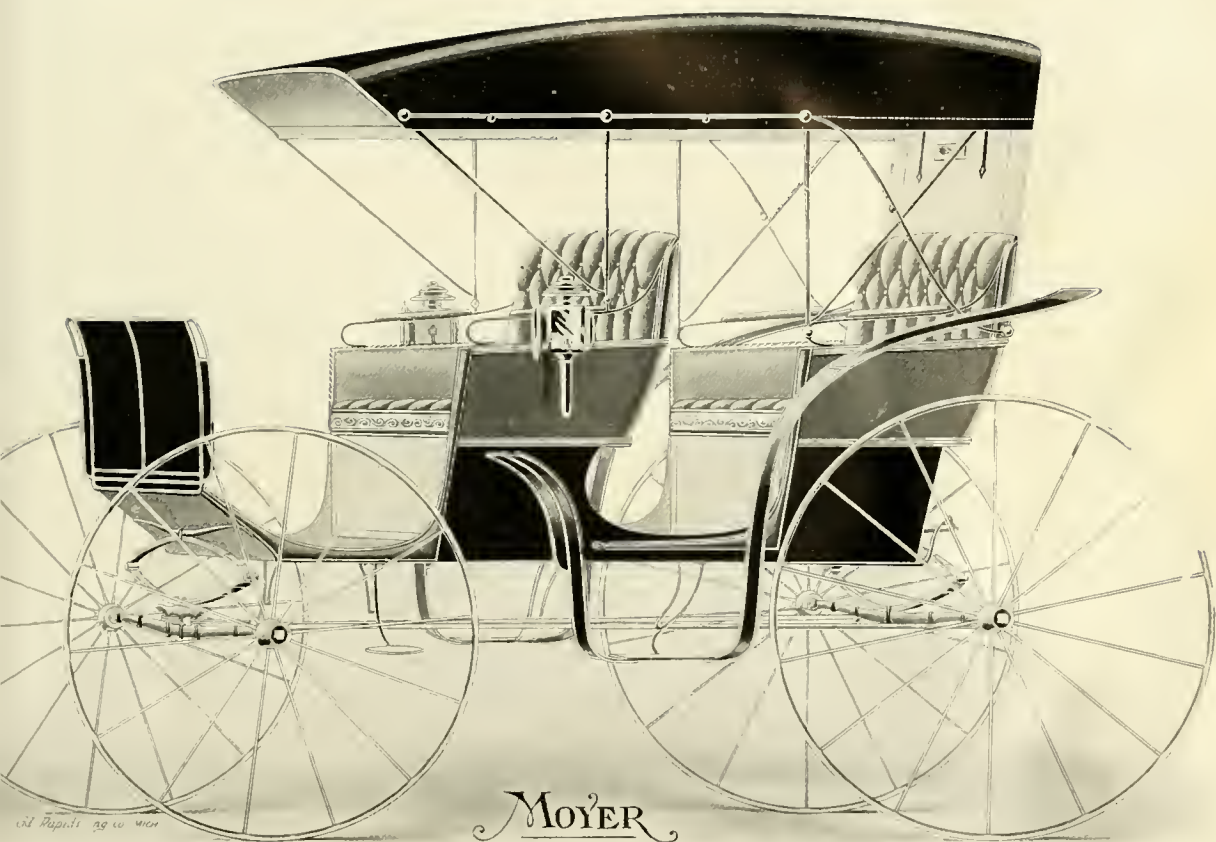


MOYER

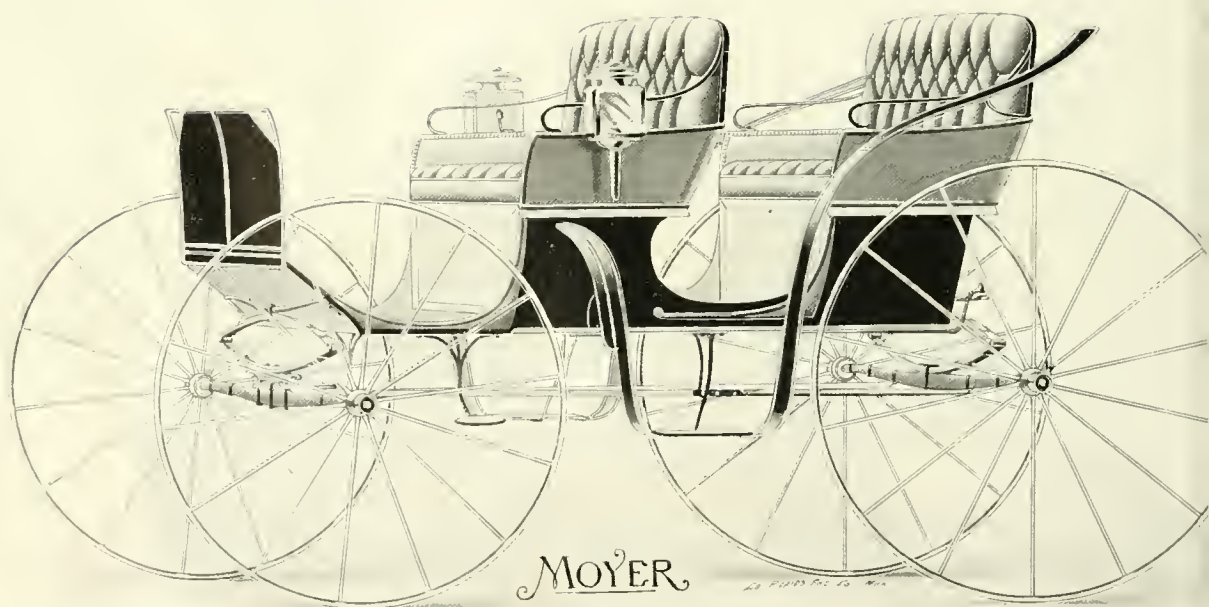
No. 130 LIGHT STANHOPE SURREY

No. 129- Same style as above, open

No. 132- Same style as above with  
English Canopy Top



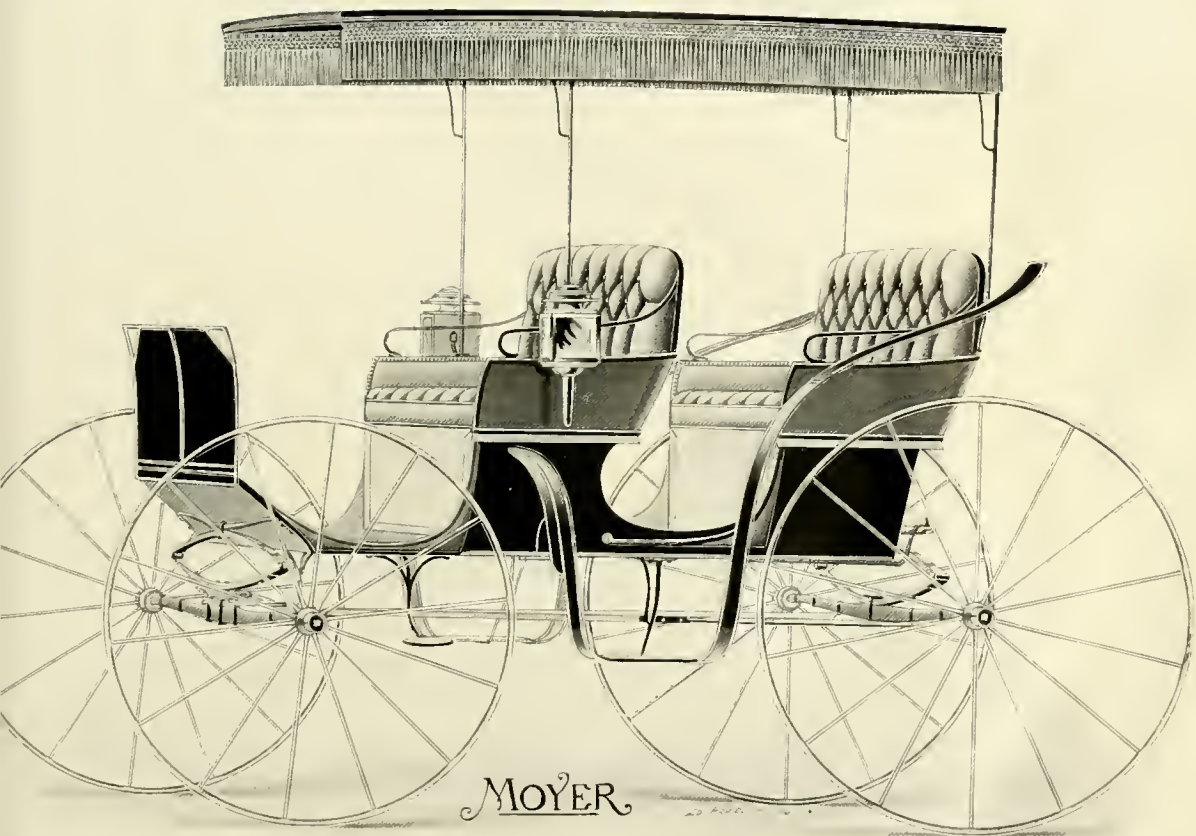
No. 131 LIGHT STANHOPE SURREY



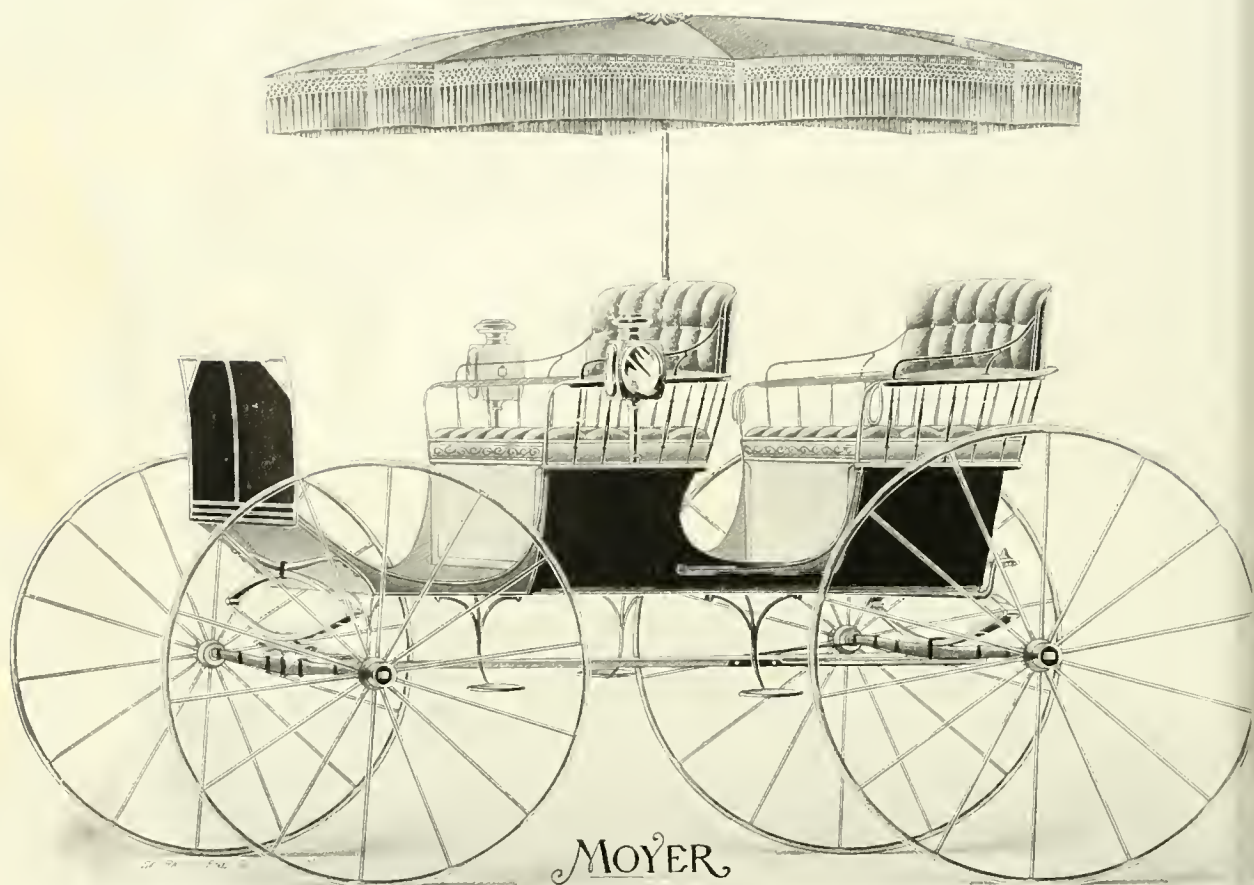
No. 135 NEW LIGHT SURREY

No. 137 Same style as above  
with English Canopy



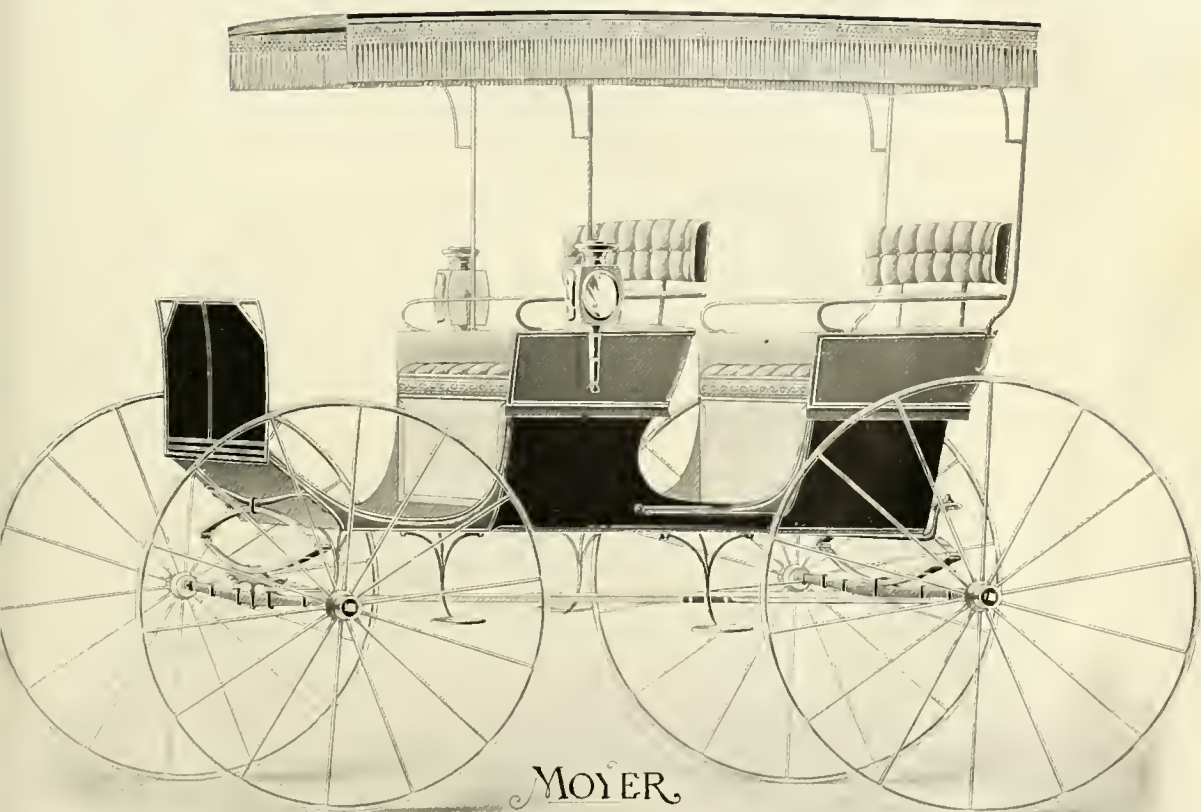


No. 136 NEW LIGHT SURREY



No. 36 IDEAL SURREY

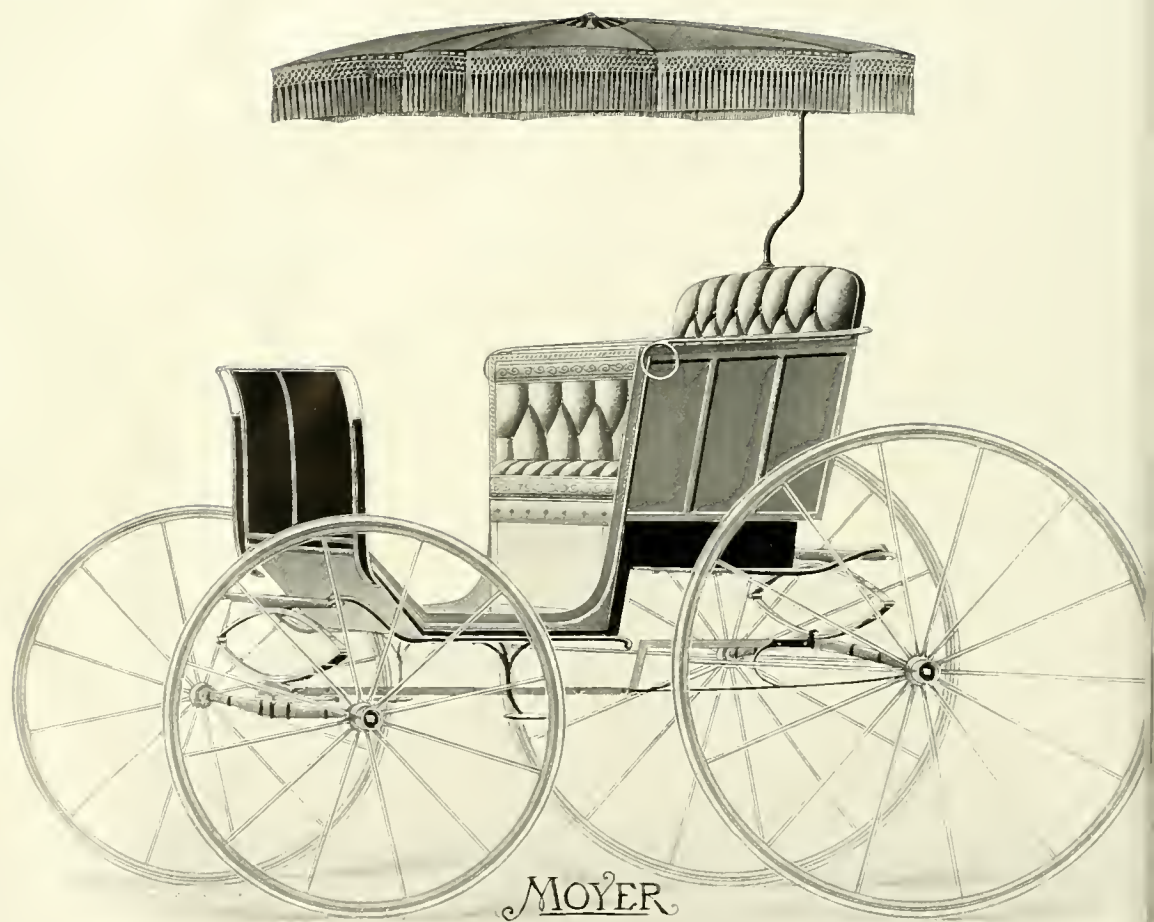
No. 35—Same as above, open



No. 39 IDEAL SURREY

No. 37—Same style as above, open

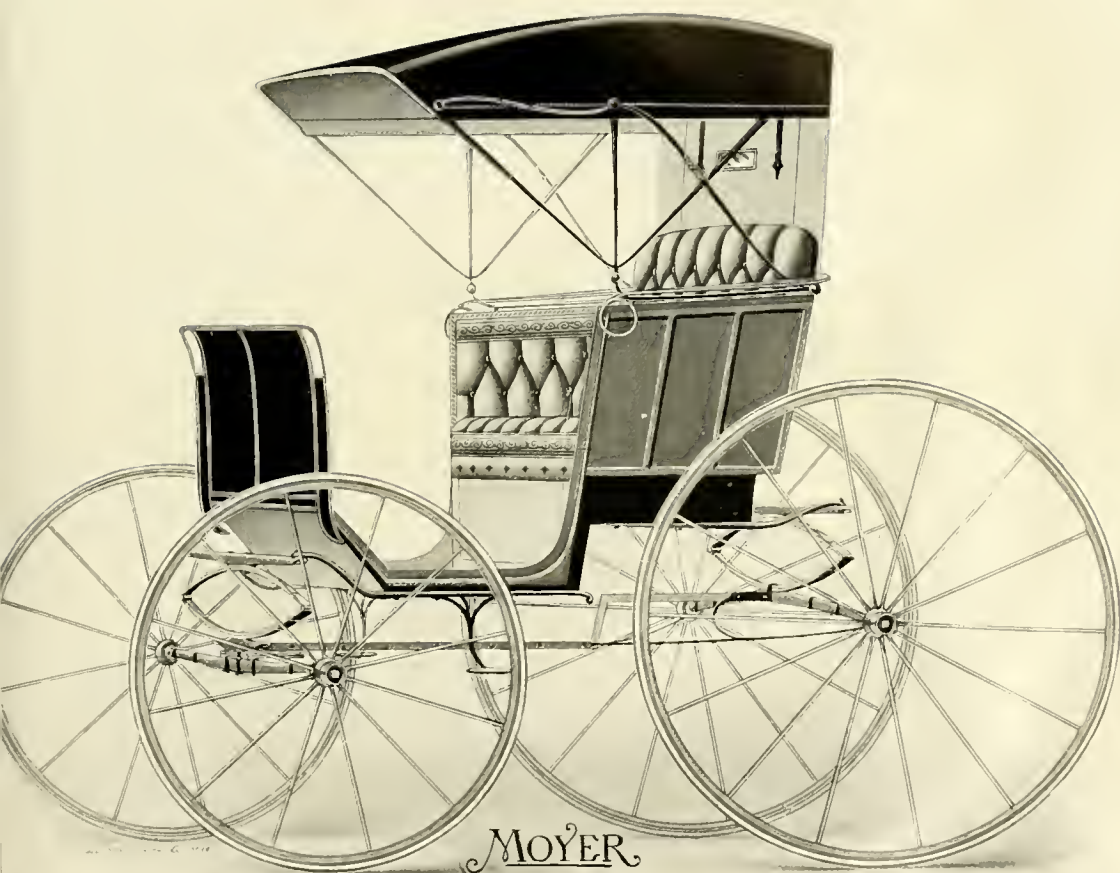
No. 38—Same style as above with  
English Canopy Top



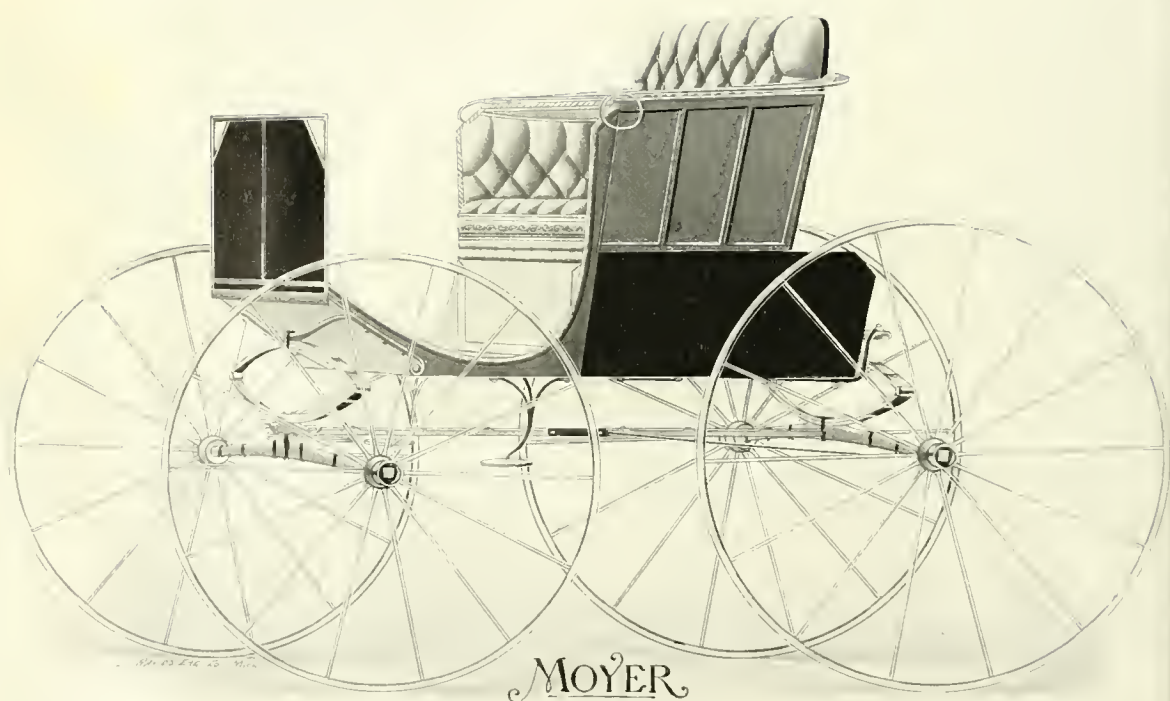
NO. 78 LADY'S PHAETON

No. 77 - Same as above, open  
No. 77 - Same as above, Victoria Top

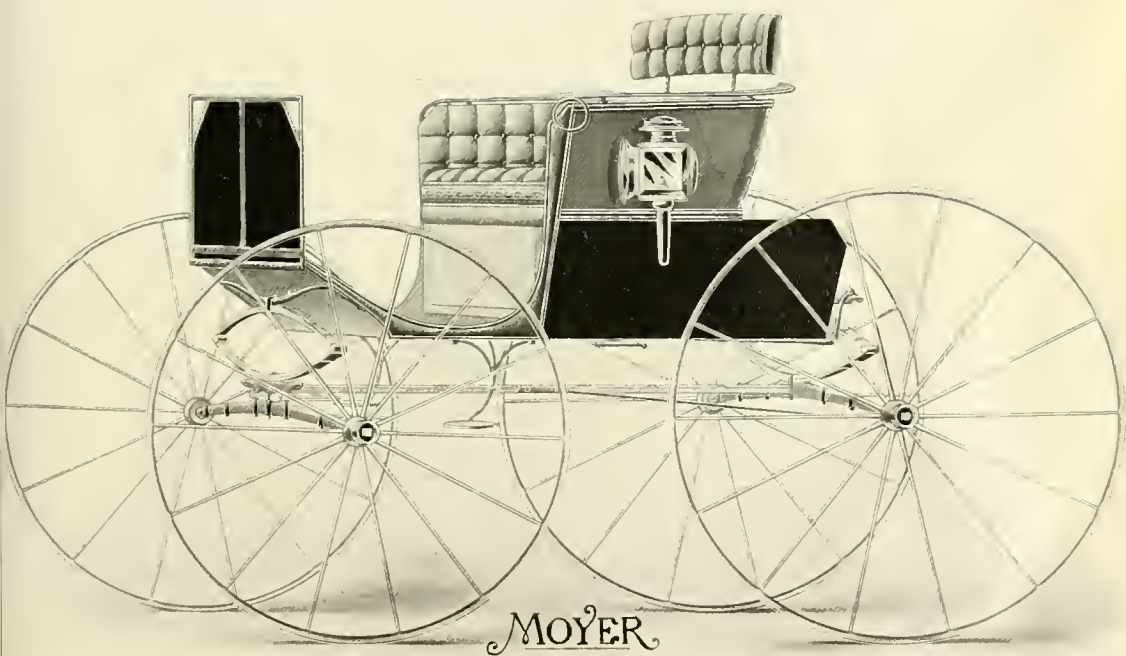




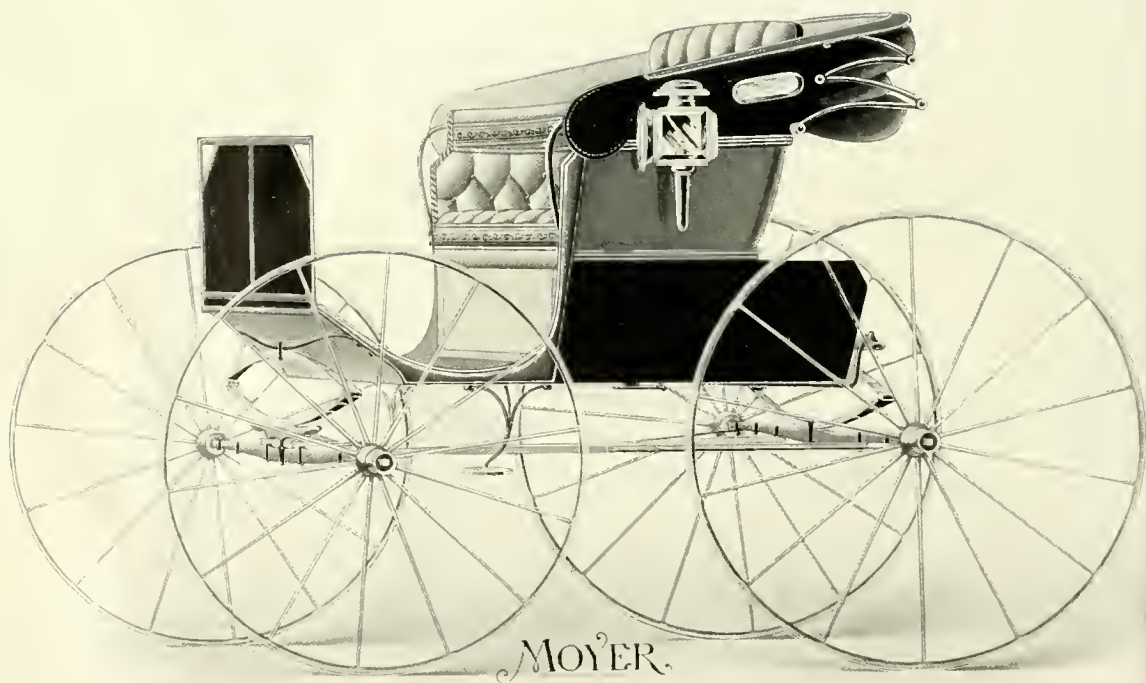
No. 76 LADY'S PHAETON



No. 73 NEW PARK STANHOPE

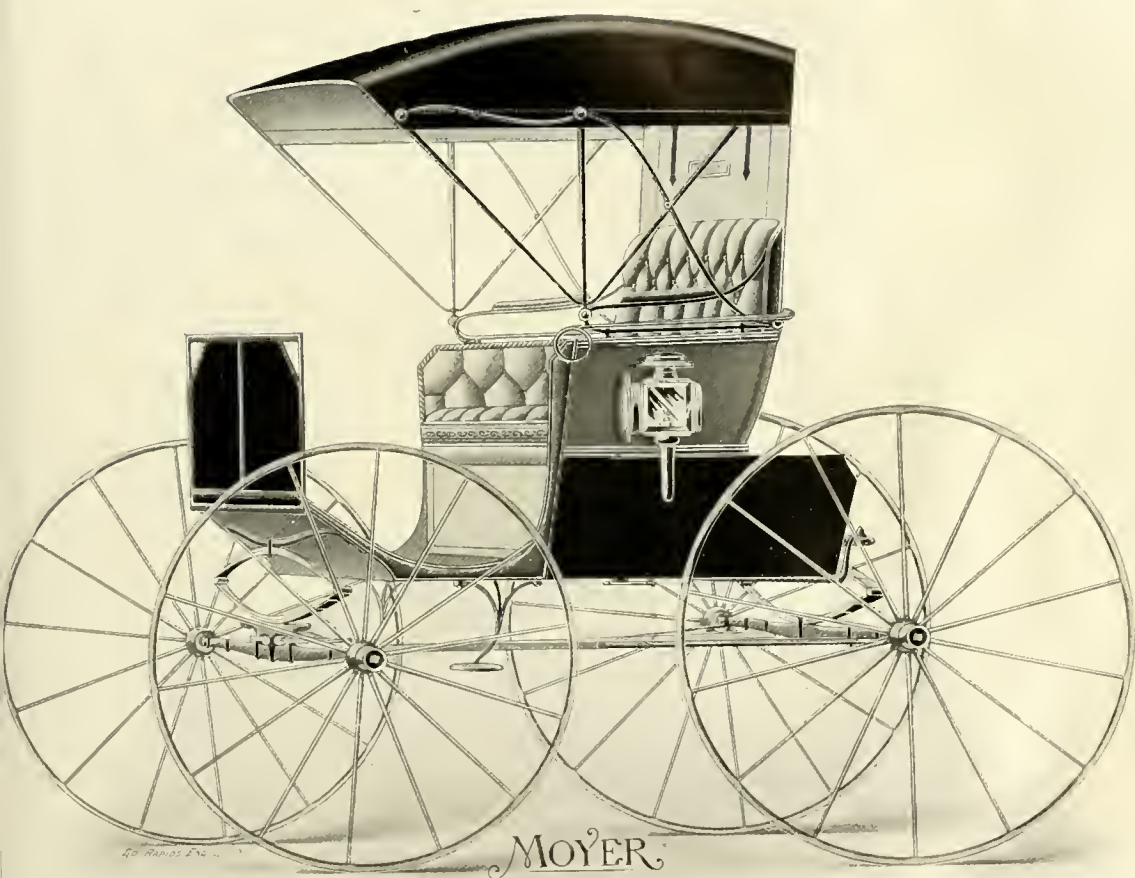


NO. 71 PARK STANHOPE

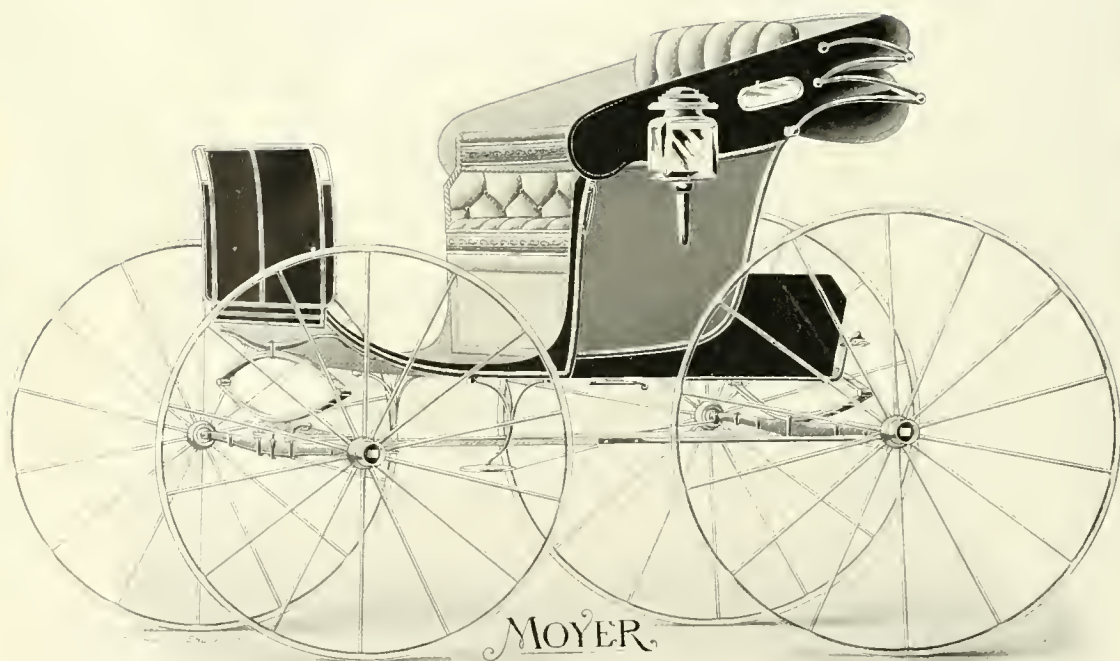


No. 74 PARK STANHOPE

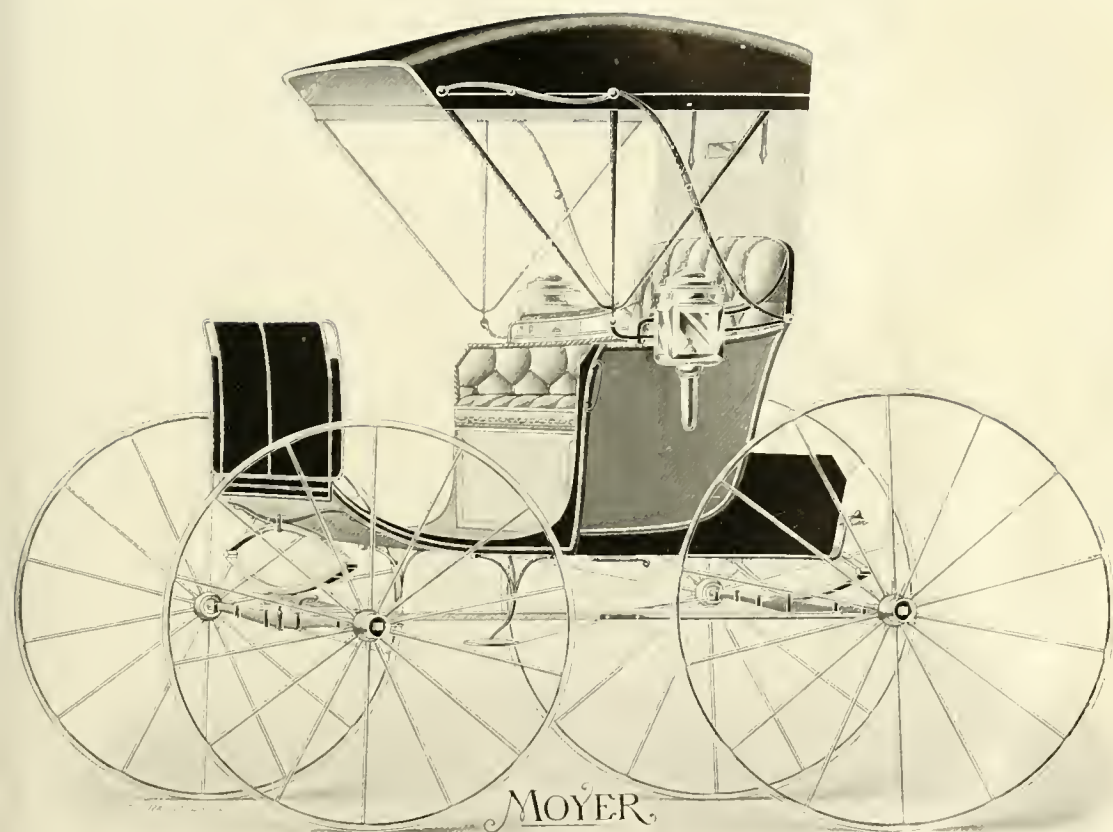




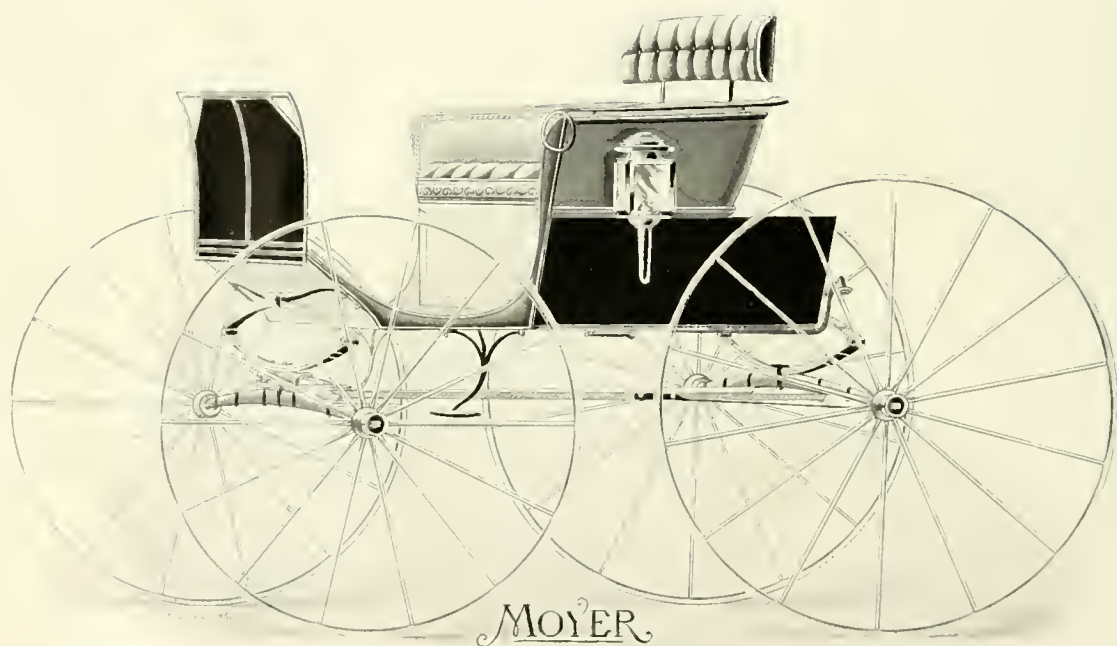
No. 72 PARK STANHOPE



NO. 88 NEW BOSTONIAN STANHOPE

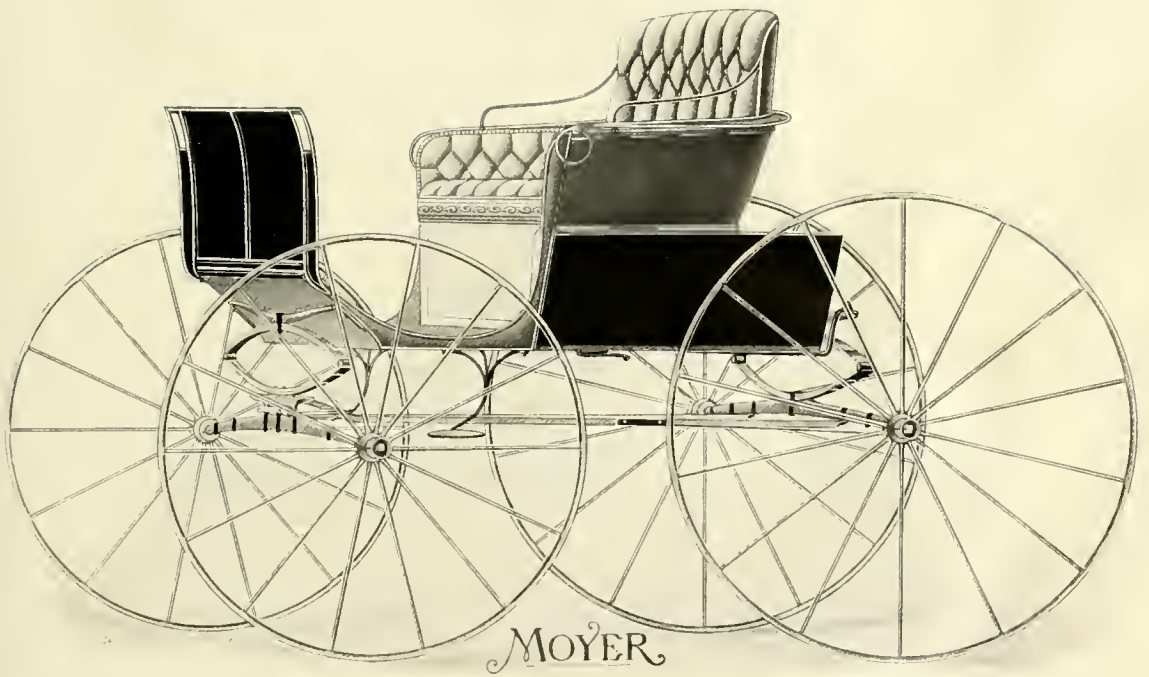


No. 89 NEW BOSTONIAN STANHOPE



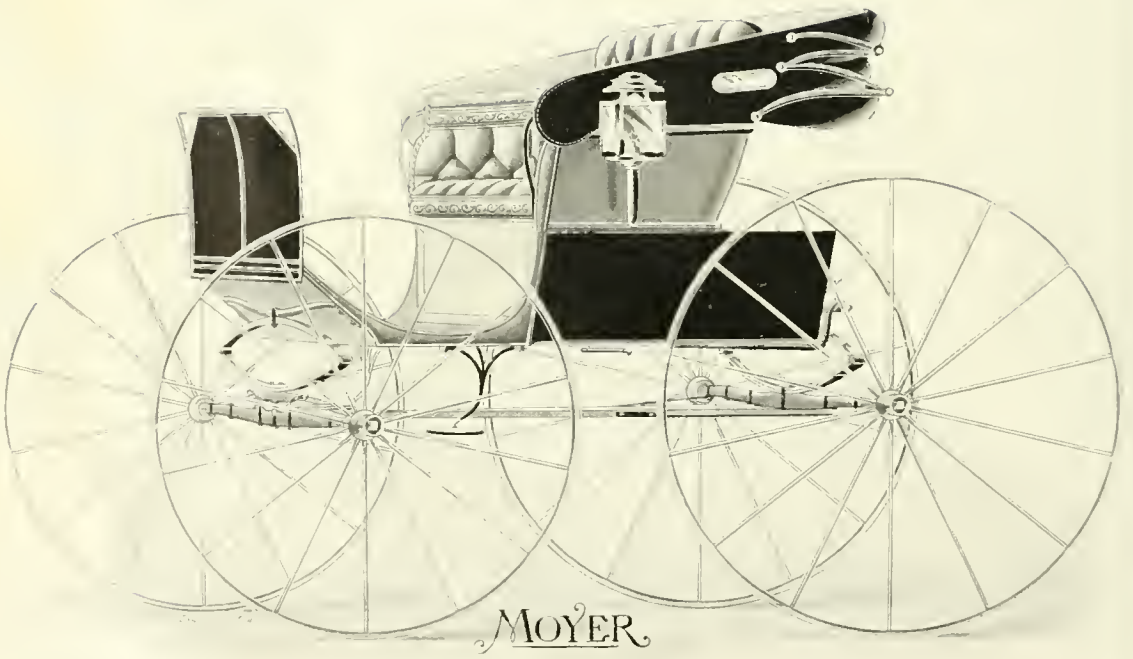
No. 81 LIGHT PARK STANHOPE





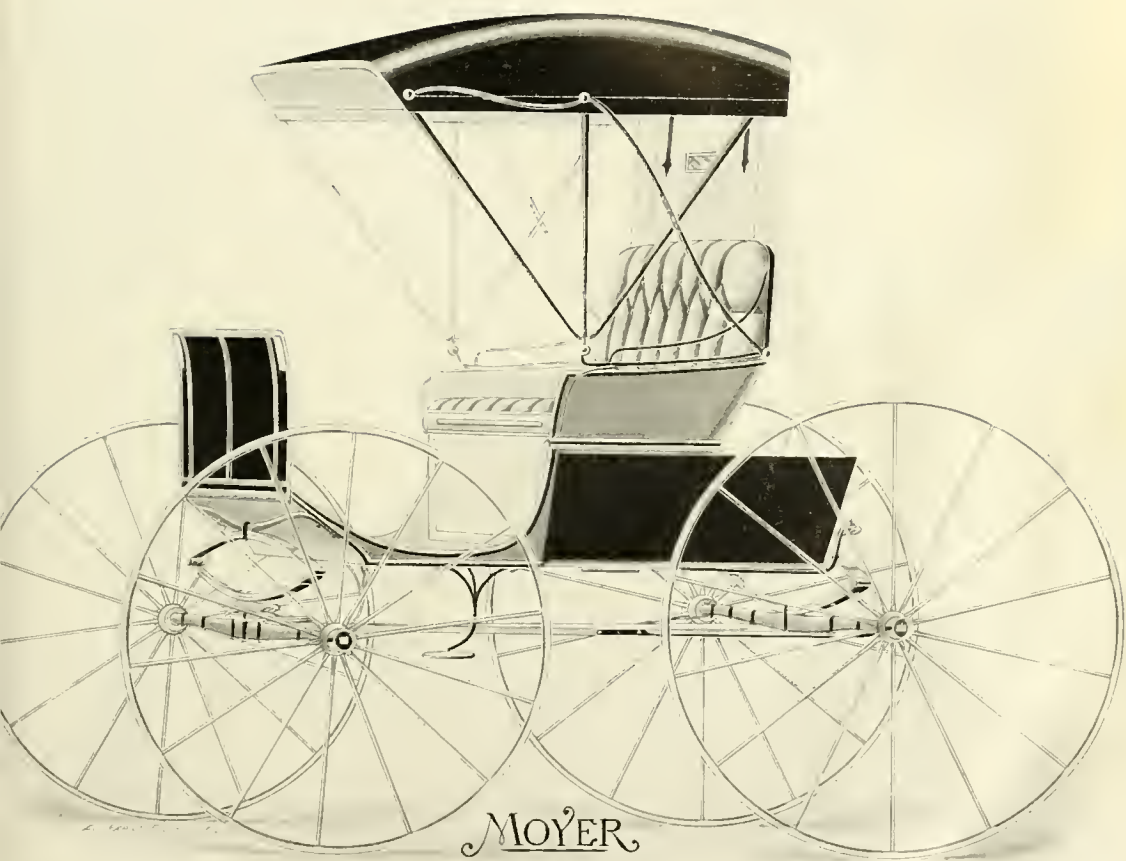
No. 82 NEW LIGHT PARK STANHOPE

Solid Spring Back, Phaeton Seat  
and Wing Dash

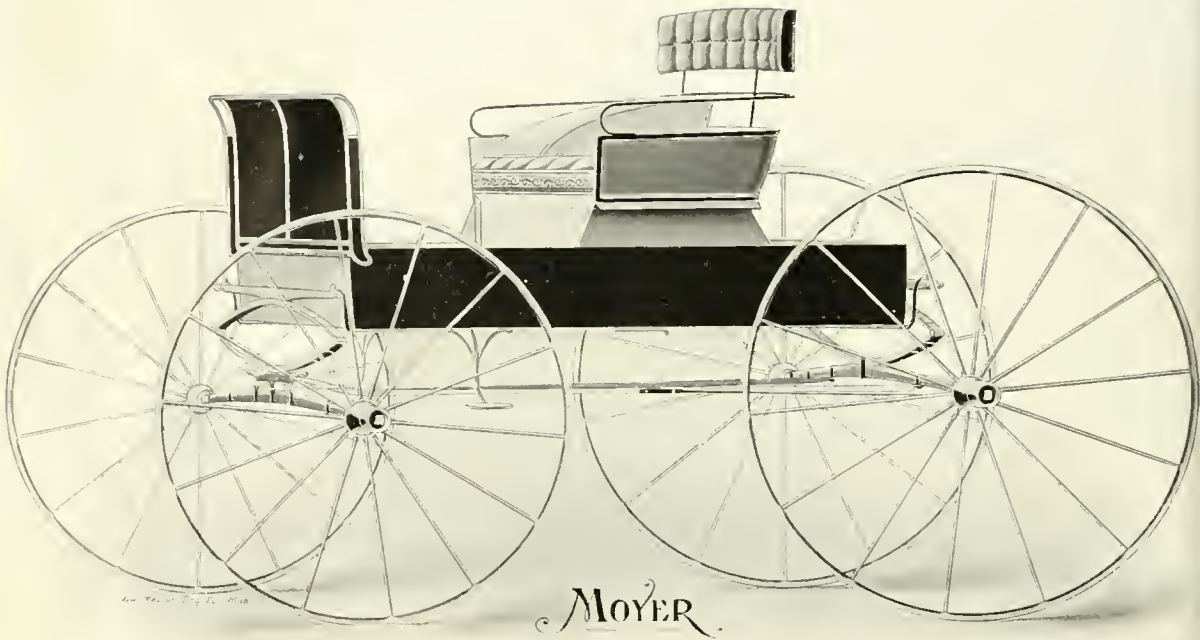


No. 84 LIGHT PARK STANHOPE

Victoria ❖



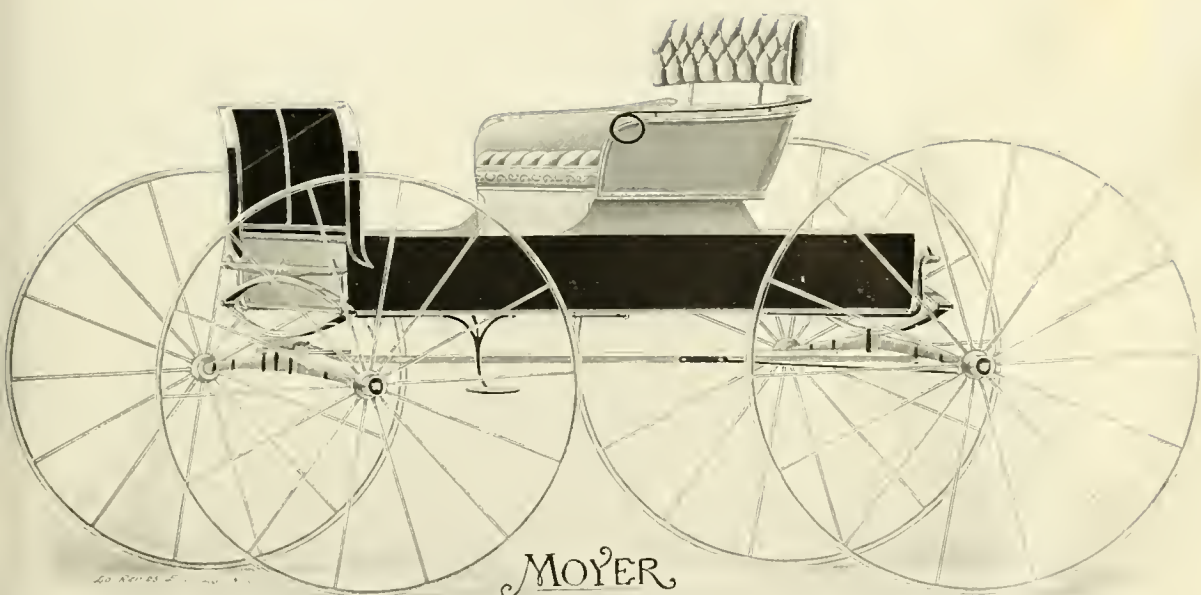
No. 49½ BRACKET FRONT CORNING



No. 409 HACKNEY RUNABOUT

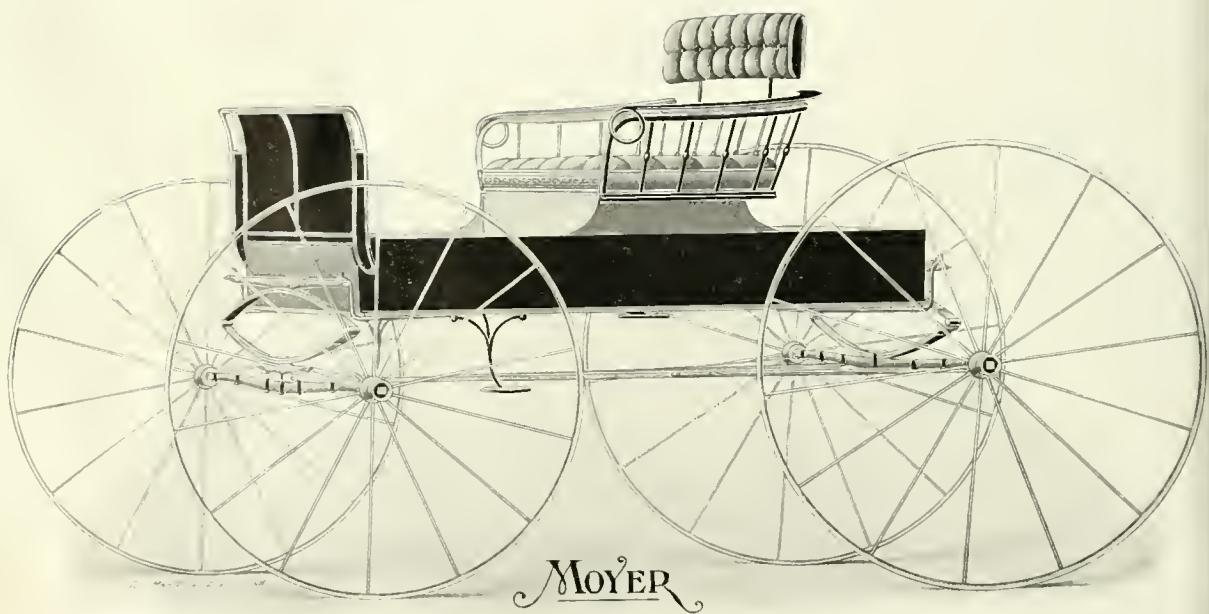
Round Cornered Seat  
and Plain Body  
Arched Axles



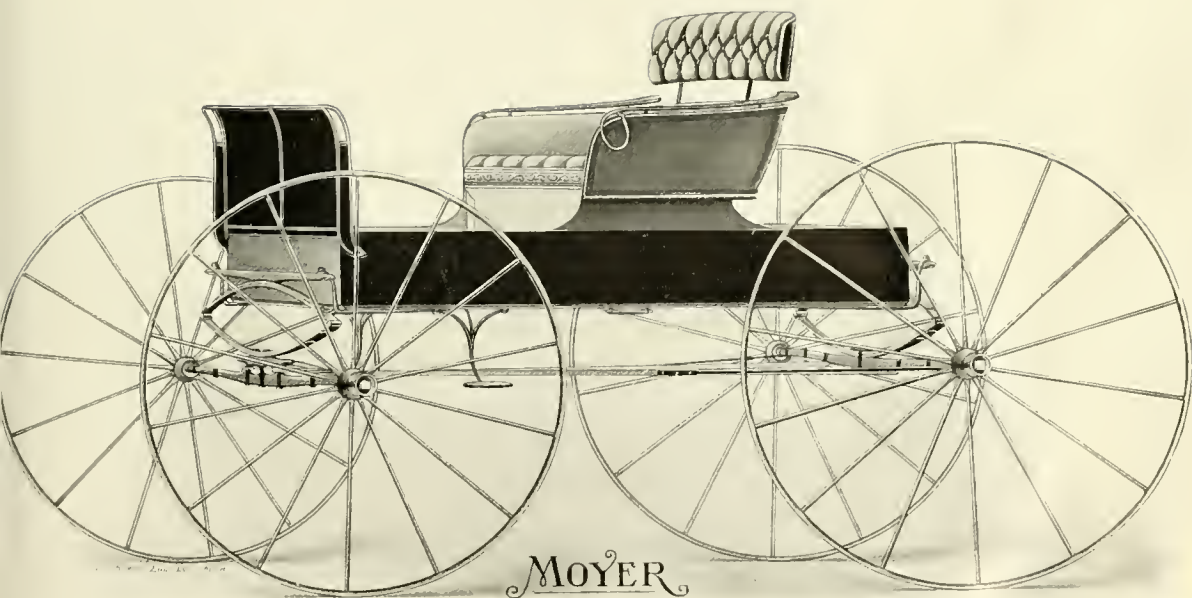


NO. 410 THE MOYER GENTEEL ROAD WAGON

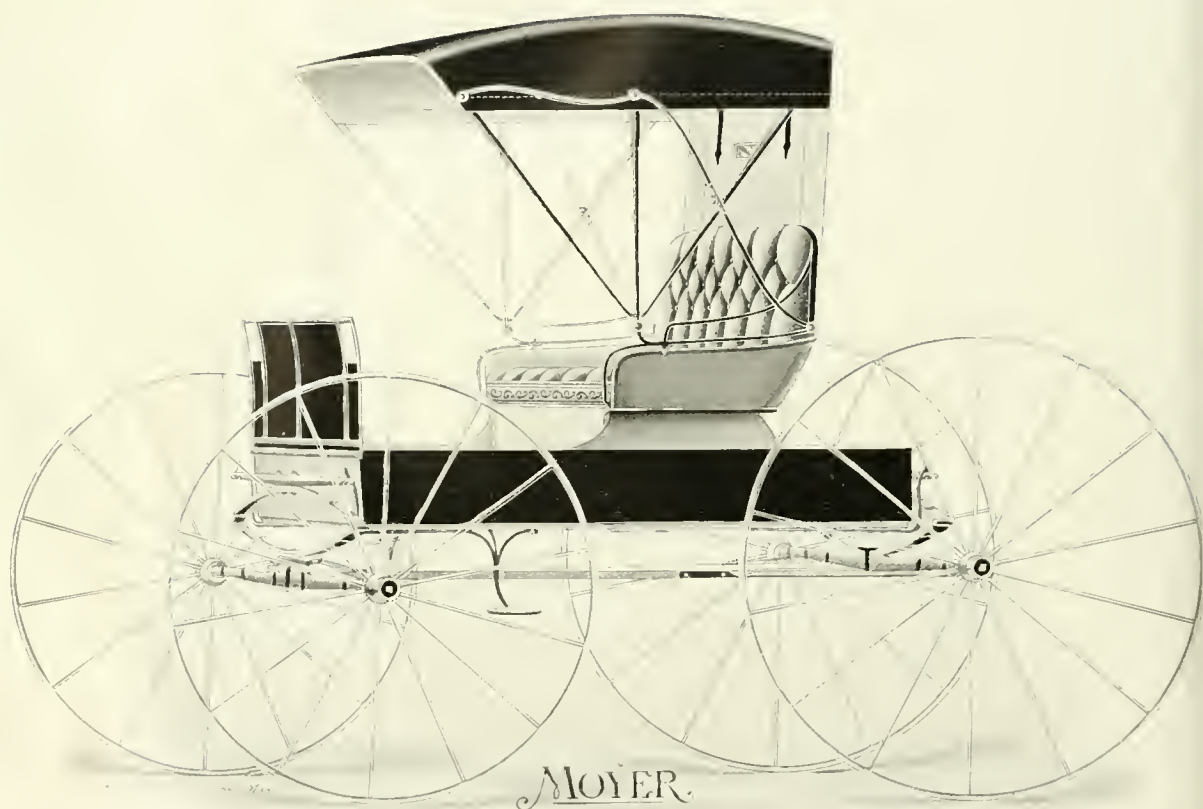
Arched Axles



NO. 400 THE MOYER GENTEEL ROAD WAGON

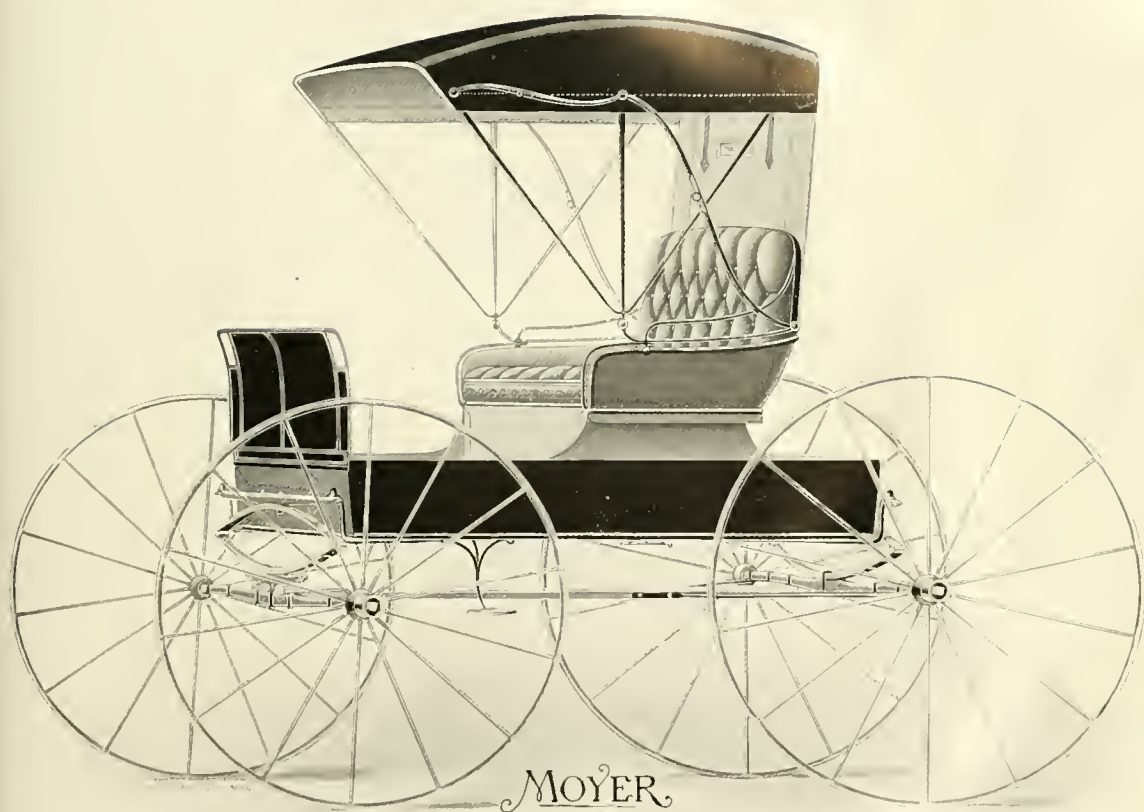


No. 410 THE MOYER GENTEEL ROAD WAGON



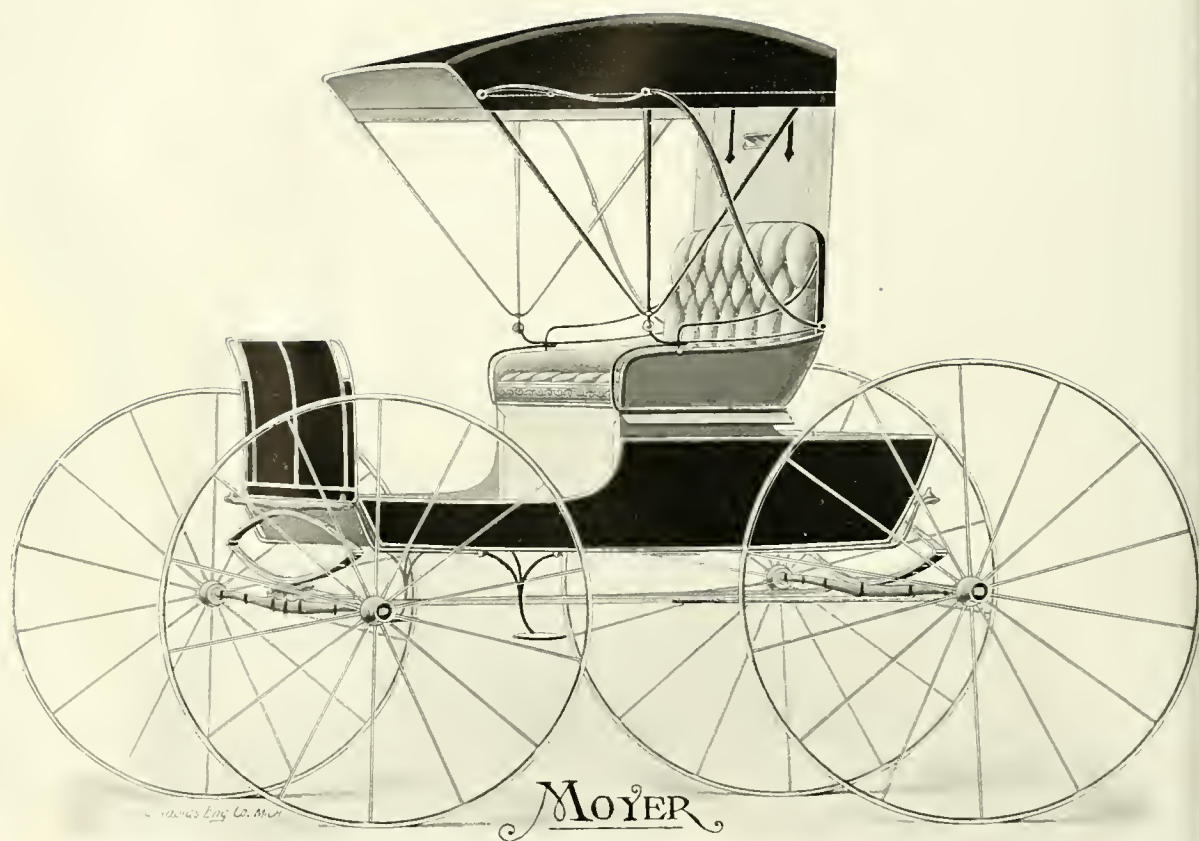
No. 46½ MEDIUM SIZE PIANO BOX BUGGY





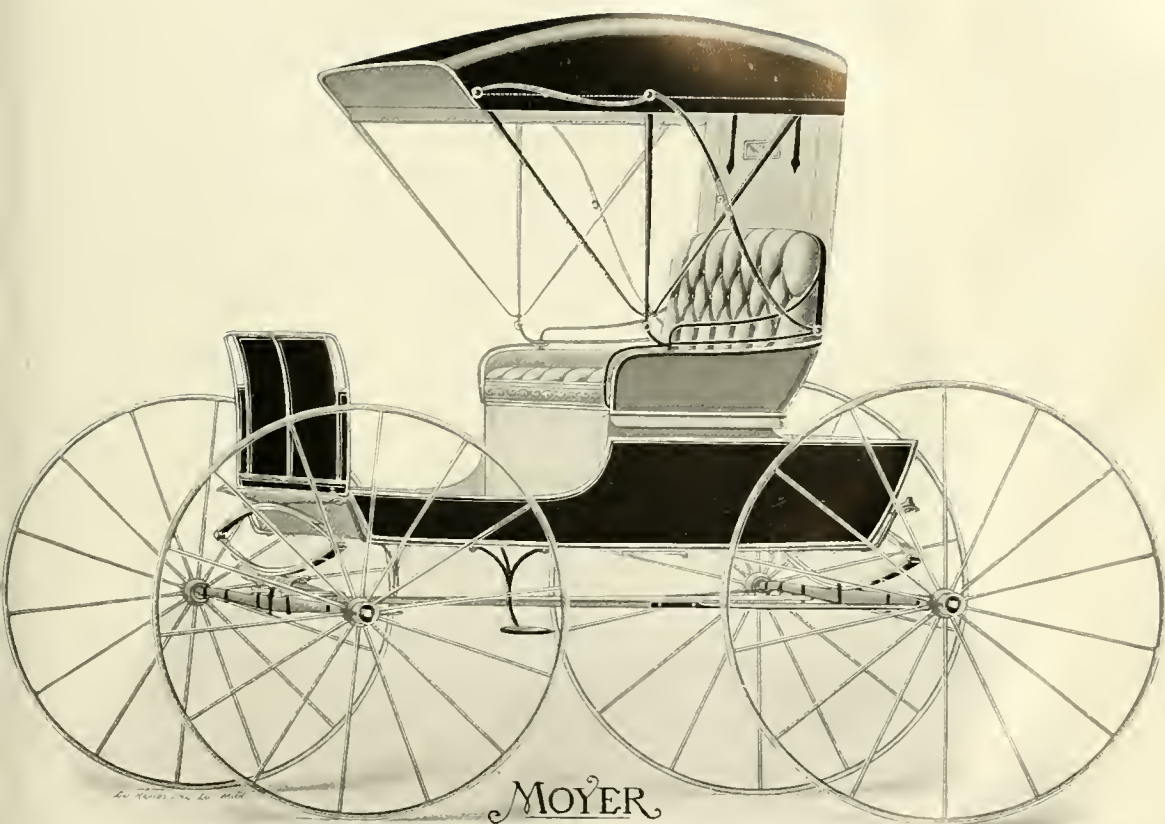
NO. 45 LARGE SIZE PIANO BOX BUGGY

41 inches wide inside bows

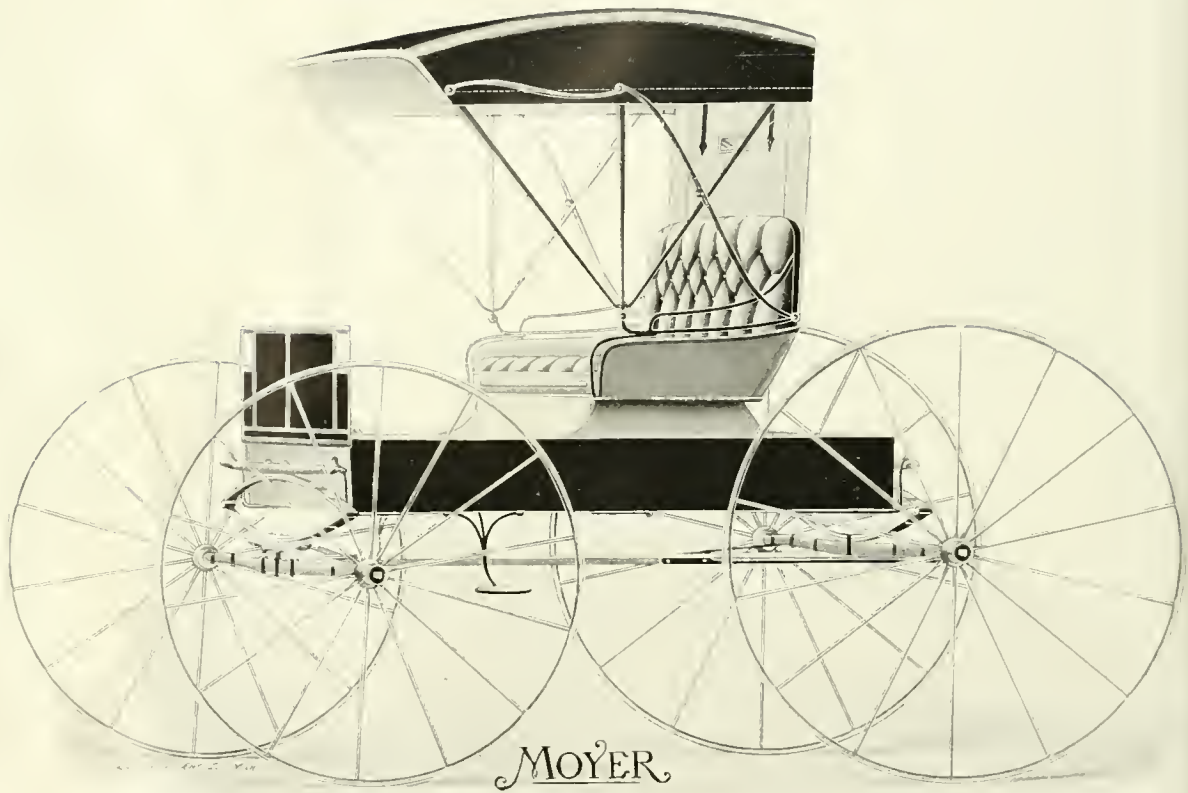


No. 47 1/2 MEDIUM SIZE CORNING

No. 47 1/2 same style as above

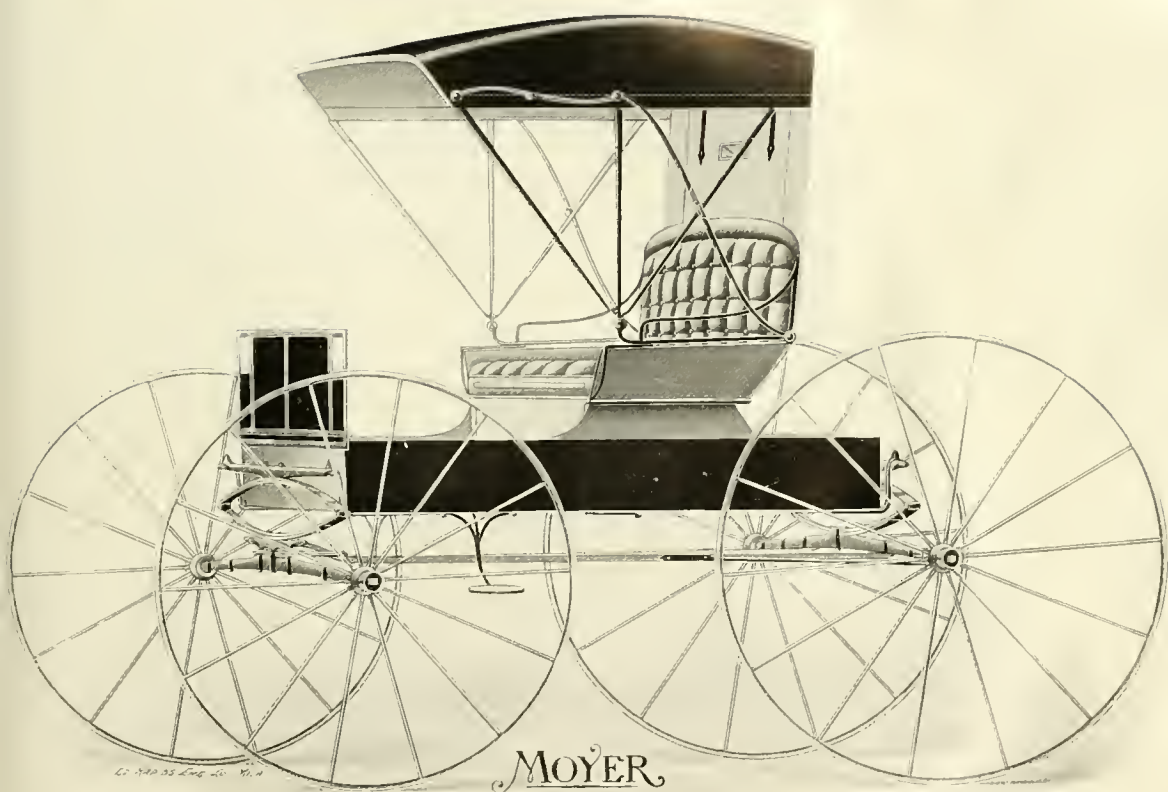


No. 48 $\frac{1}{2}$  LARGE SIZE CORNING BODY BUGGY



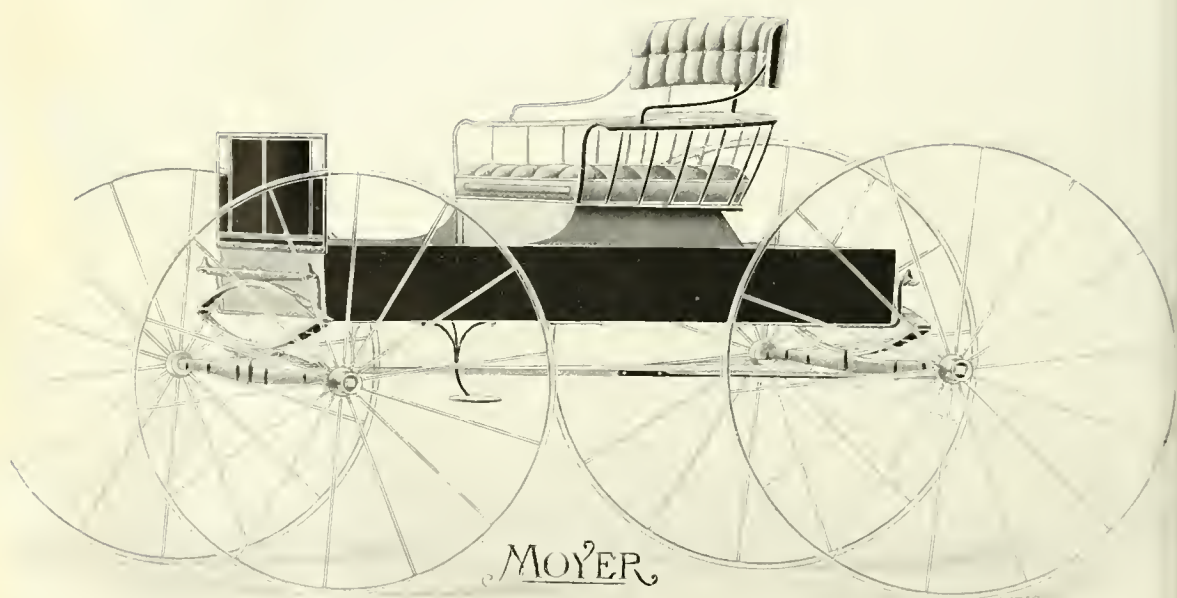
No. 41<sup>1</sup>/<sub>2</sub> PIANO BODY BUGGY, PHAETON SEAT



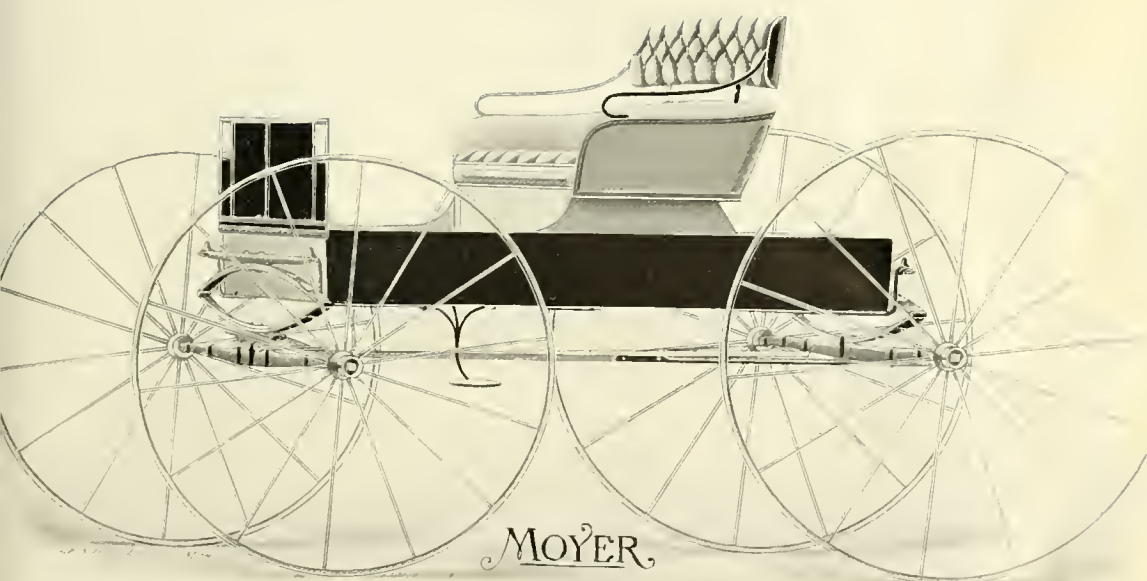


NO. 41 PIANO BODY BUGGY, PLAIN SEAT

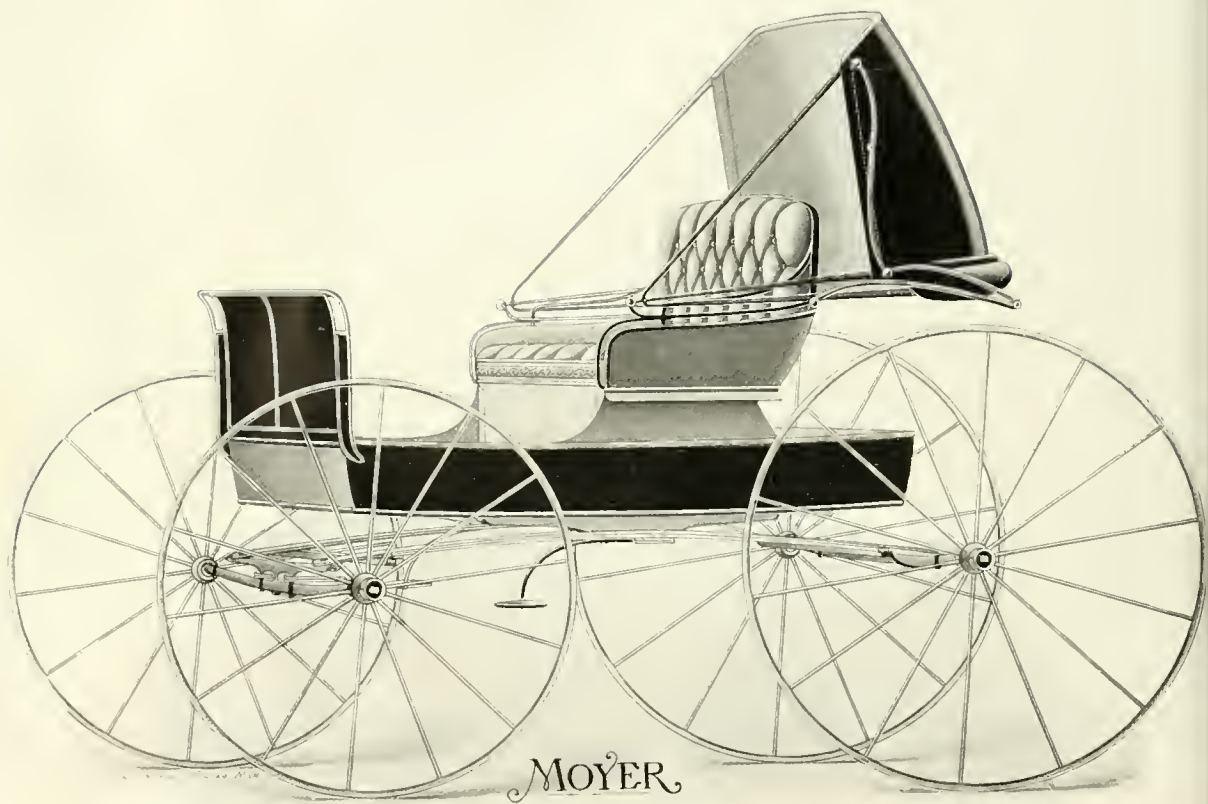
Arched Axles



No. 44<sup>1</sup>/<sub>4</sub> END SPRING ROAD WAGON



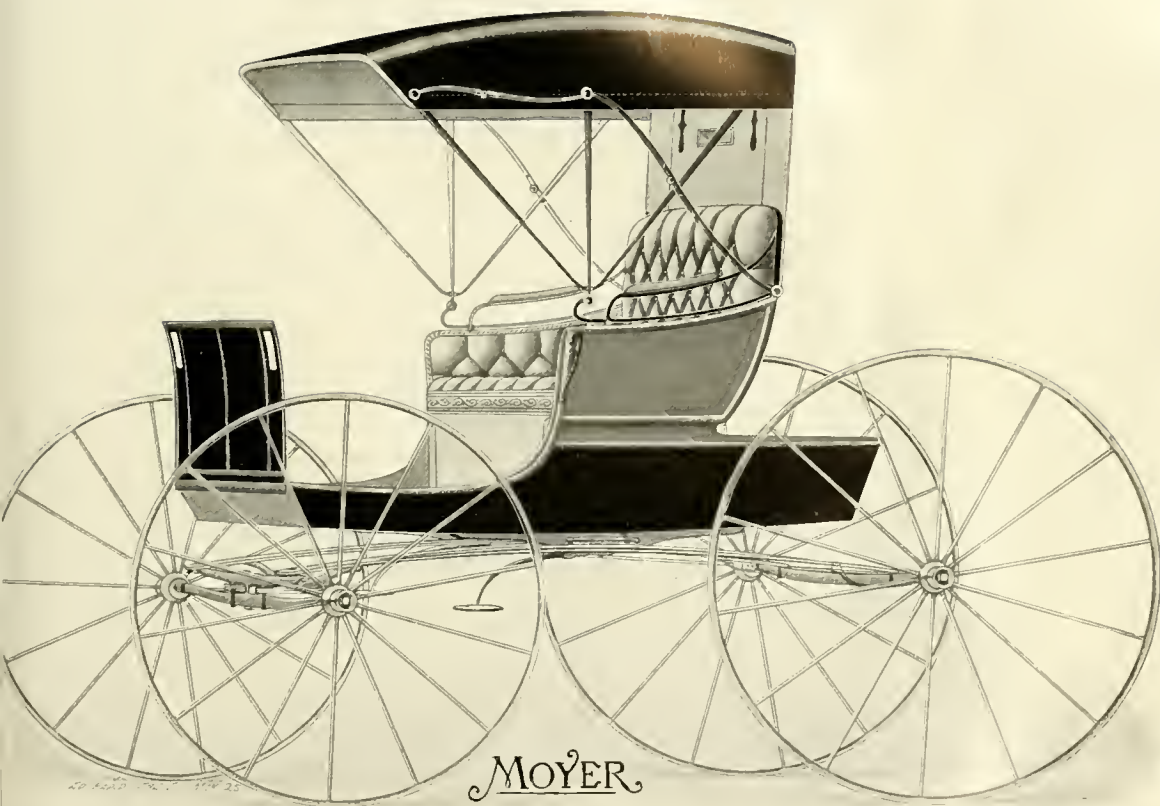
No. 44  $\frac{1}{2}$  END SPRING ROAD WAGON



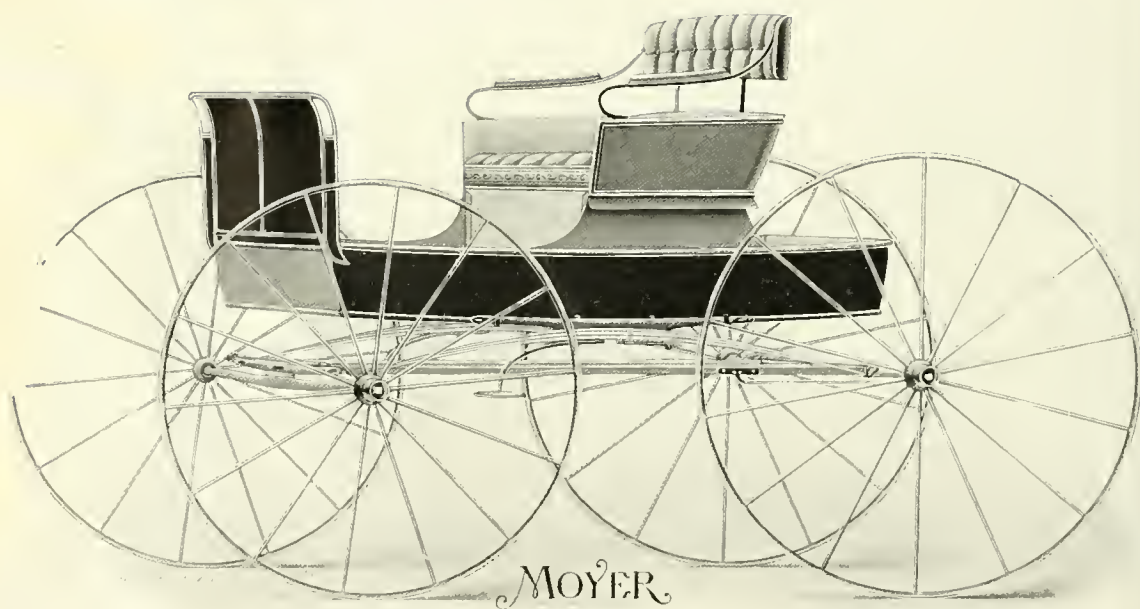
No. 101 THE MOYER BUCKBOARD

An Elegant Pole Wagon  
41 inches wide inside bows

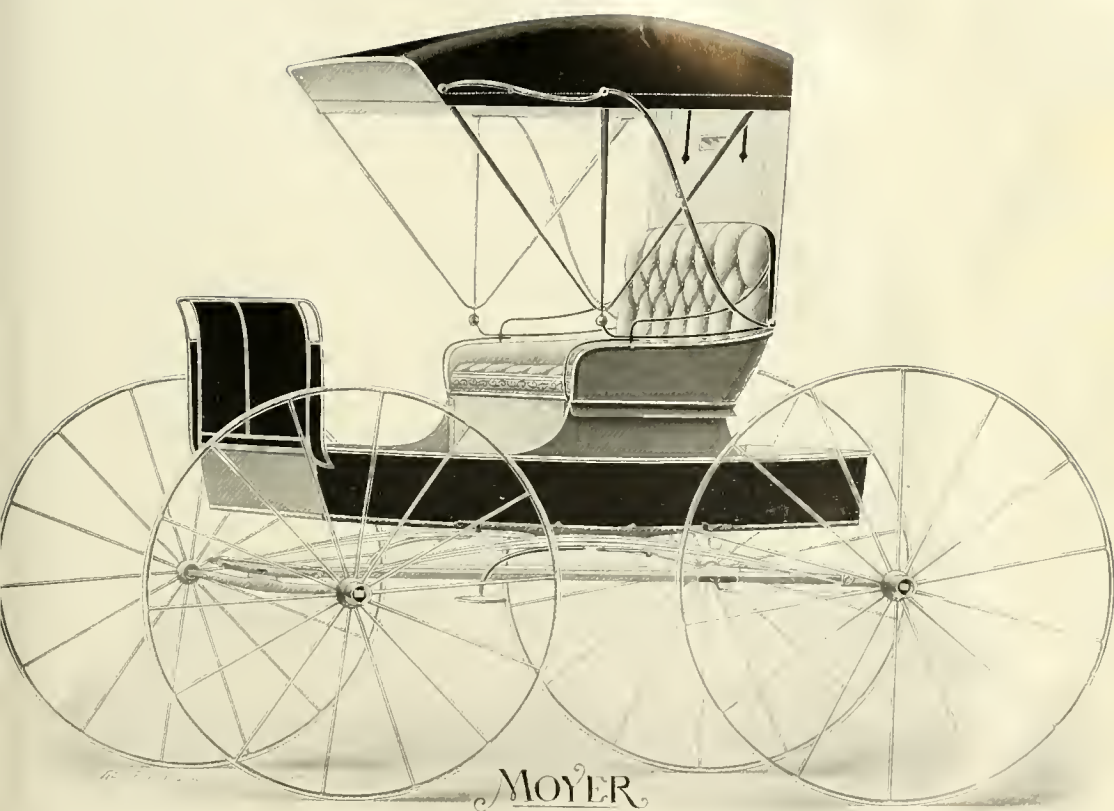




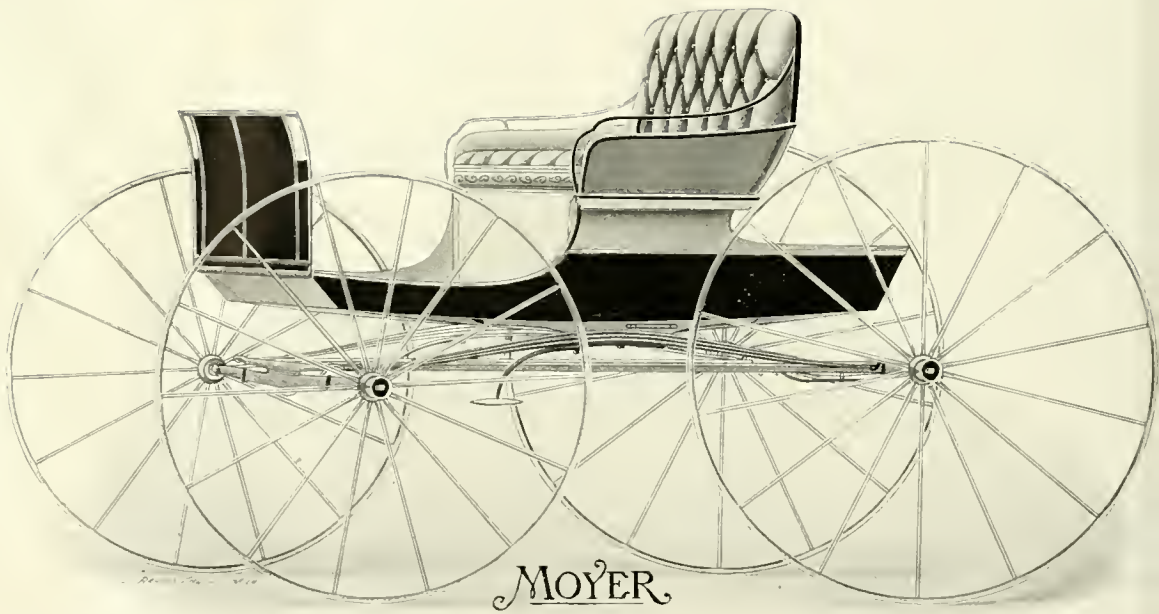
No. 100 THE NEW MOYER BUCKBOARD



NO. 104 THE MOYER PET SIDE SPRING



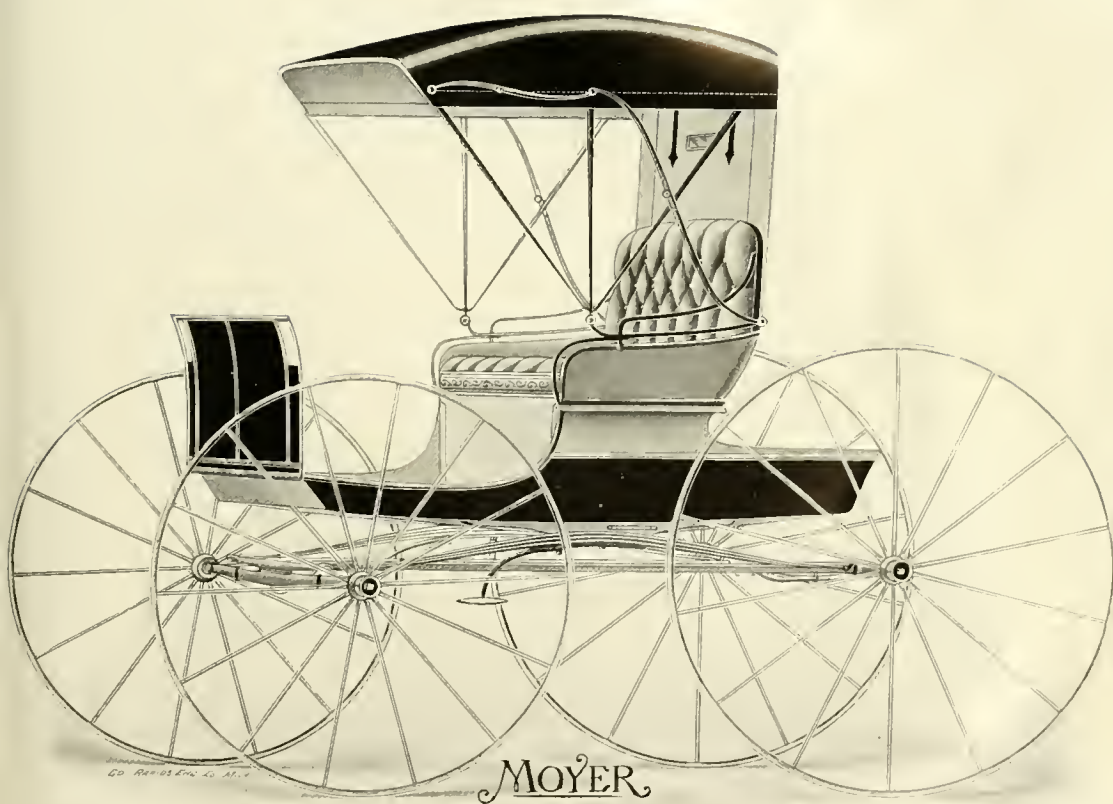
No. 105 THE MOYER PET SIDE SPRING



No. 103 OPEN. THE MOYER NEW ENGLAND SIDE SPRING

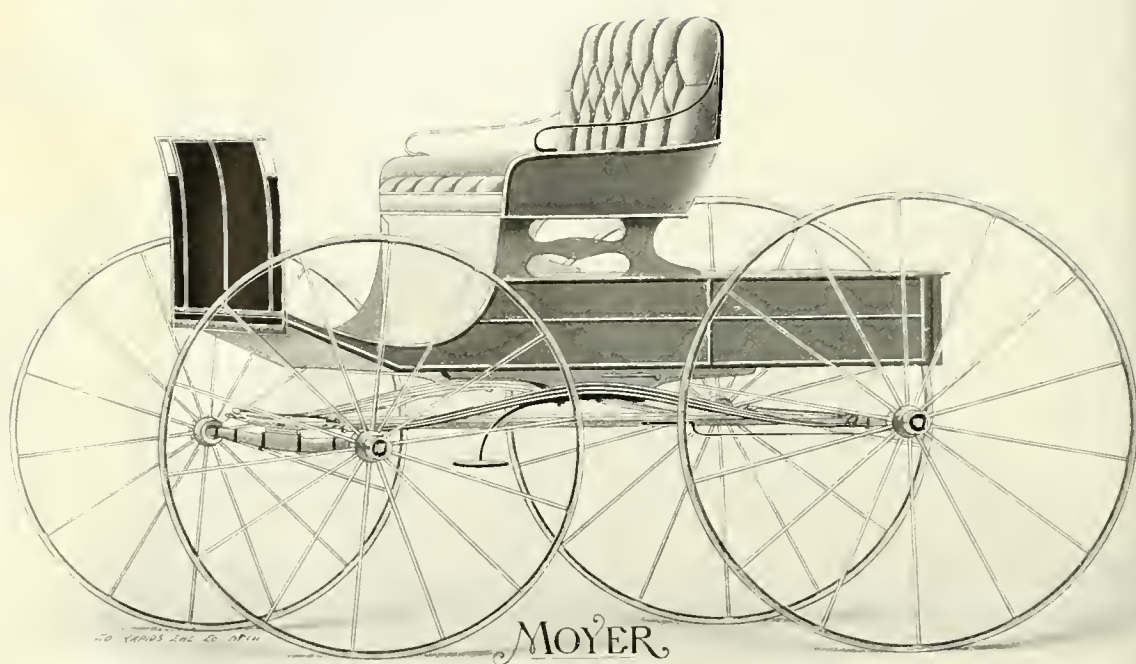
Extra Wide Drop Sill Body  
with Double Bend Side Springs  
no Equalizers



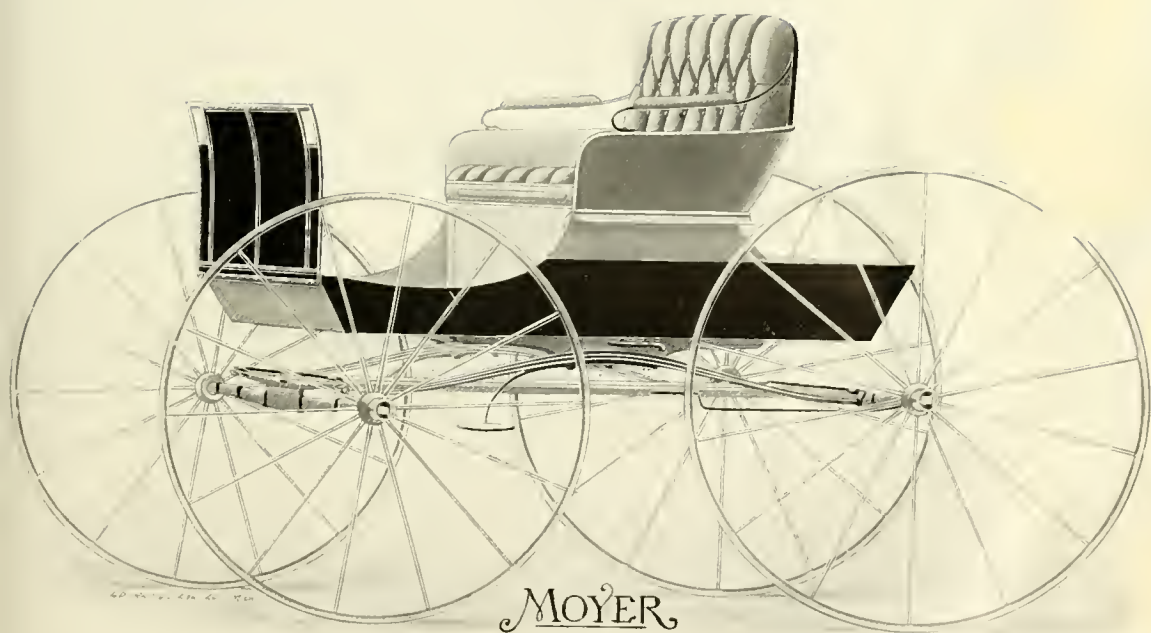


No. 102 THE MOYER NEW ENGLAND SIDE SPRING

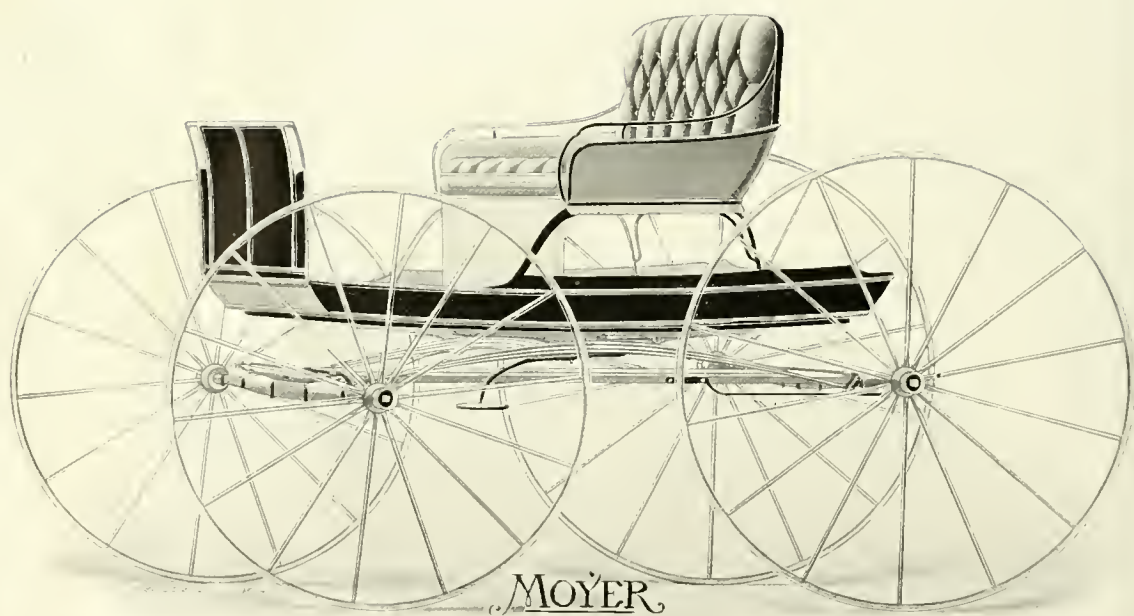
Extra Wide Drop Sill Body  
with Double Bend Side Springs  
and Equalizers



NO. 116 $\frac{1}{2}$  CONCORD DEMOCRAT, WITH ONE SEAT

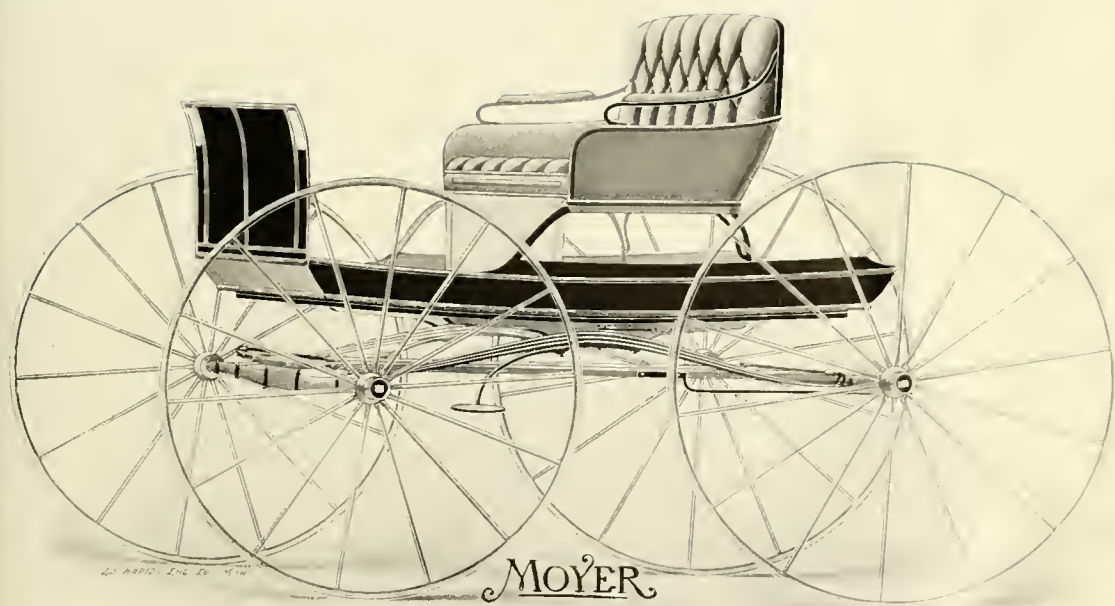


No. 118 NEW BULLS HEAD CONCORD

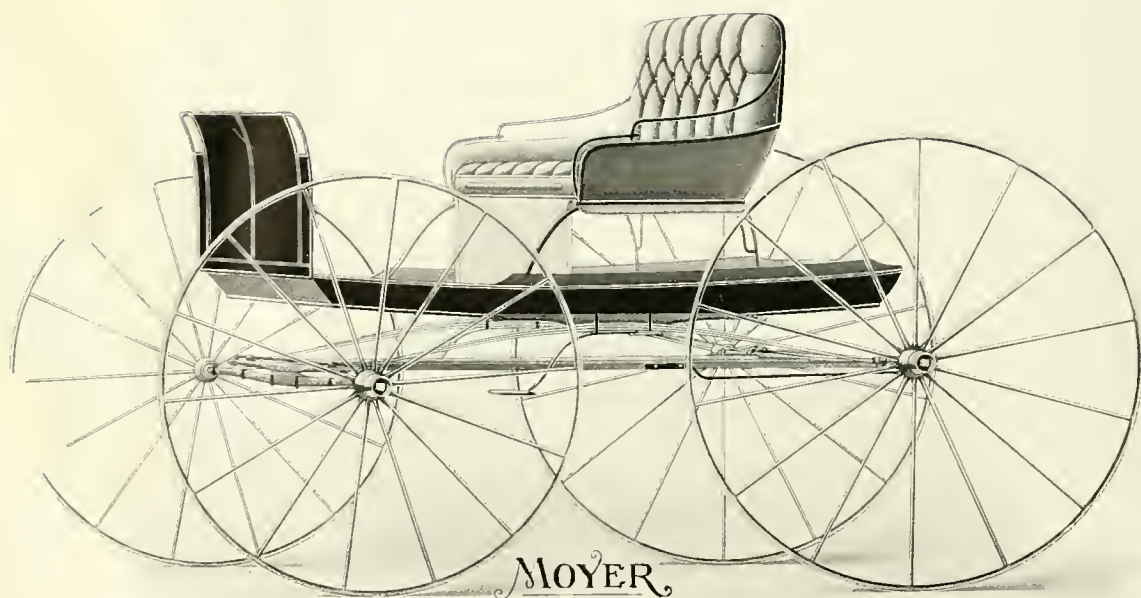


No. 114 THREE PERCH CONCORD BUGGY

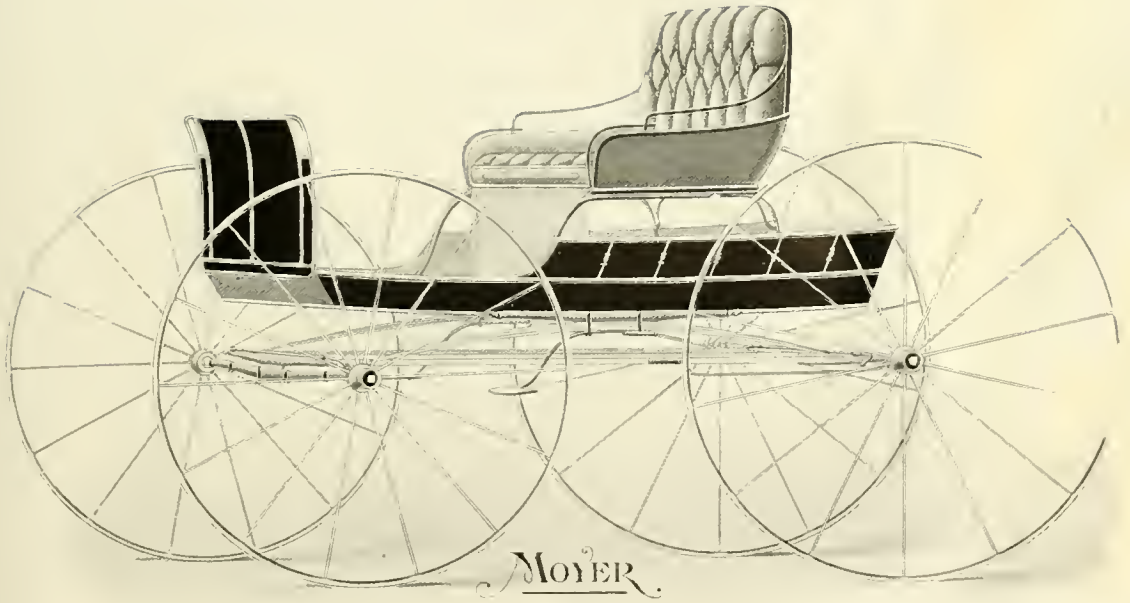




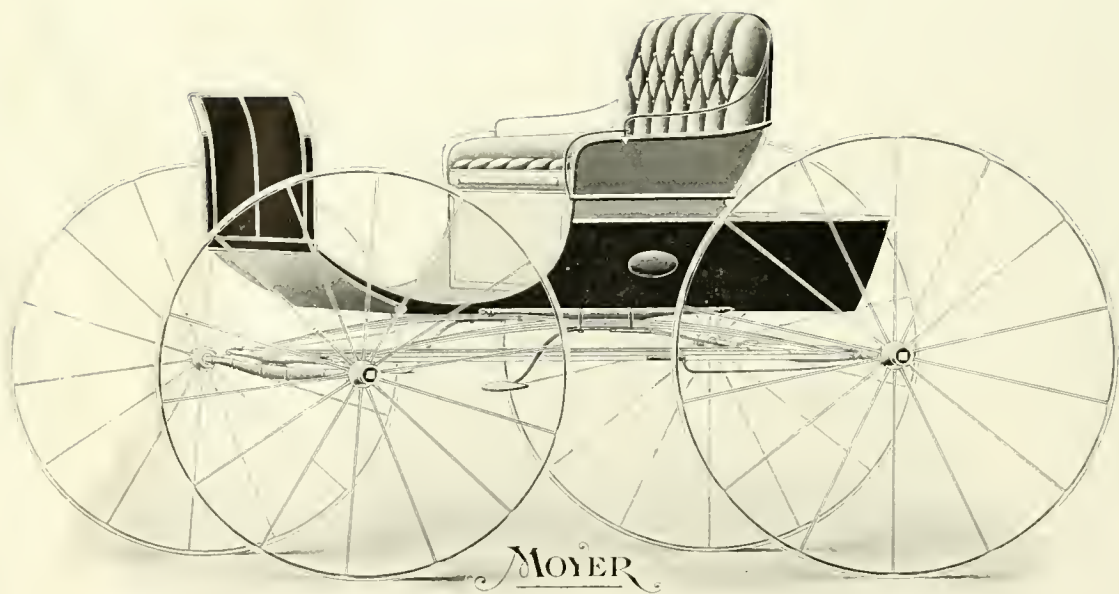
No. 116 HEAVY COLLECTOR'S CONCORD



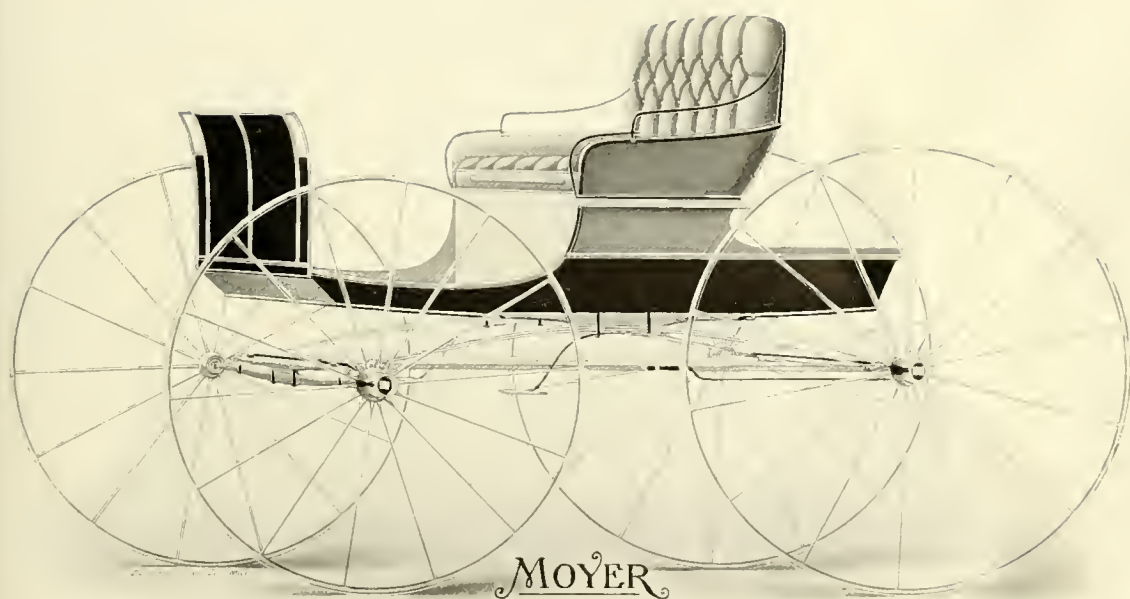
NO. 60½ MOYER FAVORITE SIDE SPRING SIDE BAR BUGGY



No. 68½ MOYER FAVORITE SIDE SPRING SIDE BAR BUGGY

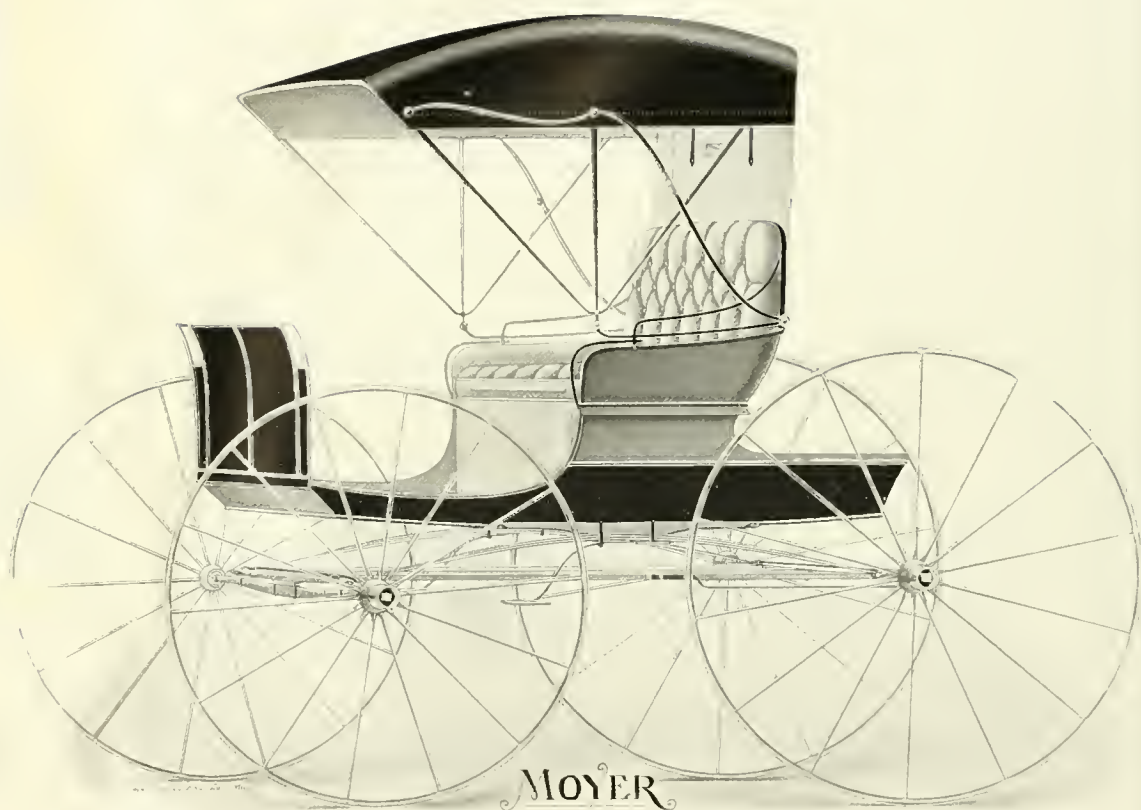


No. 64<sup>1</sup>/<sub>2</sub> MOYER FAVORITE SIDE SPRING SIDE BAR BUGGY

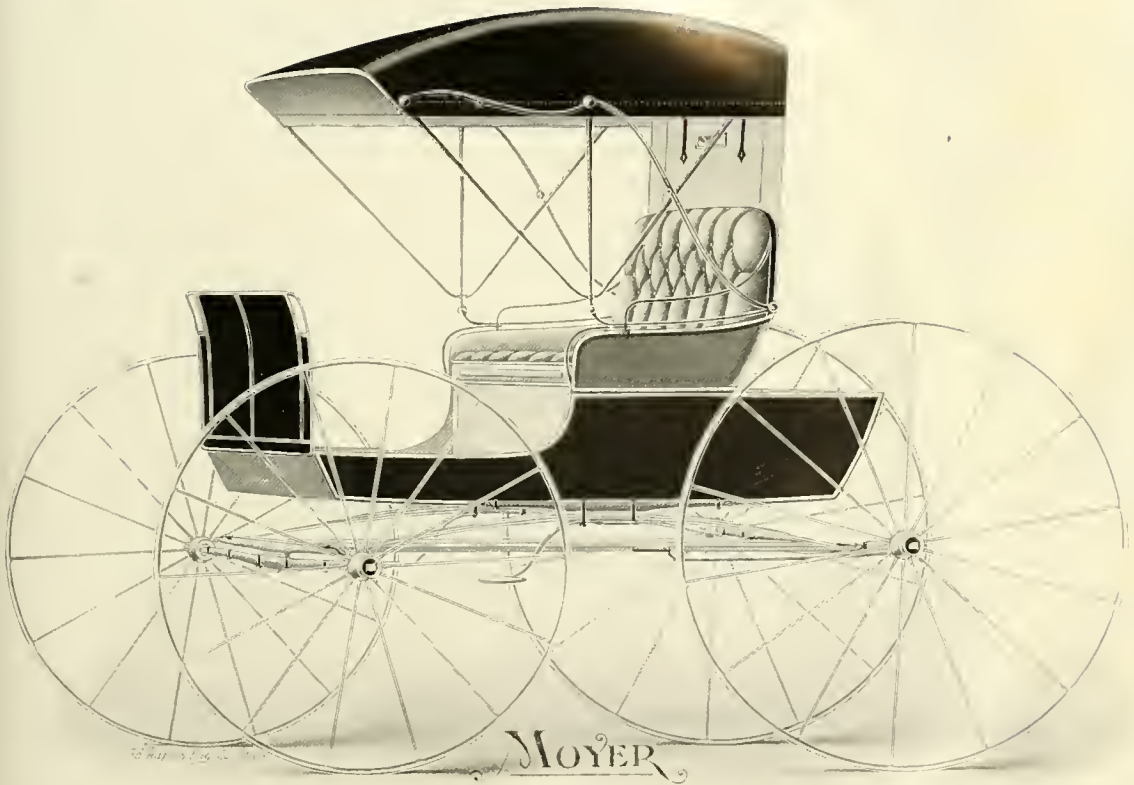


No. 66½ MOYER FAVORITE SIDE SPRING SIDE BAR BUGGY

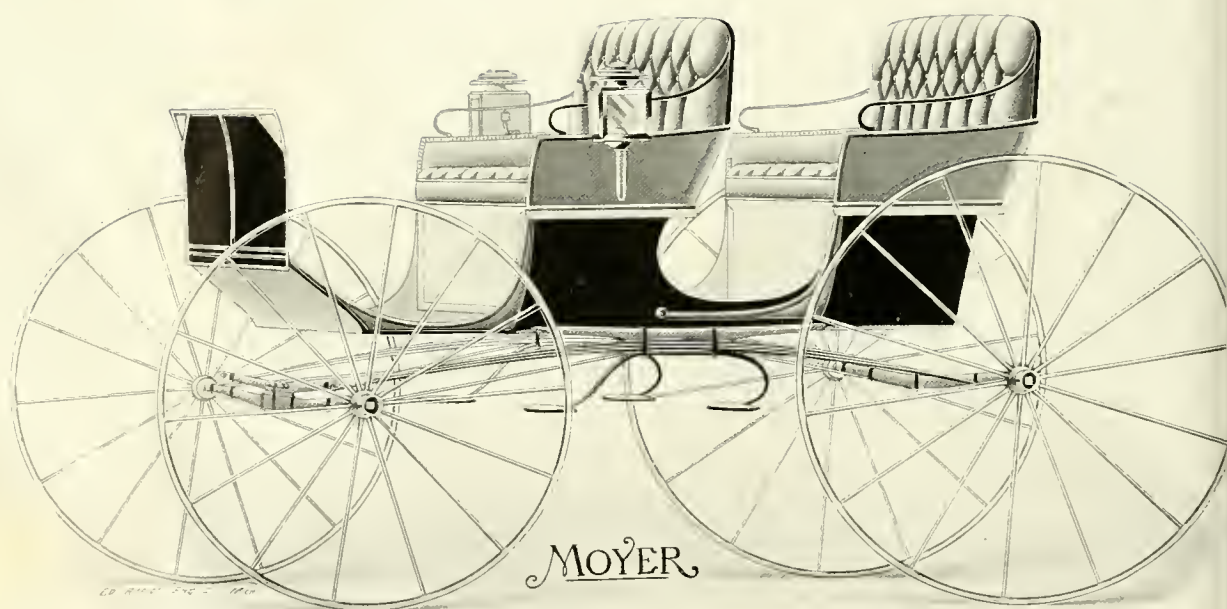




No. 66 $\frac{1}{2}$  MOYER FAVORITE SIDE SPRING SIDE BAR BUGGY

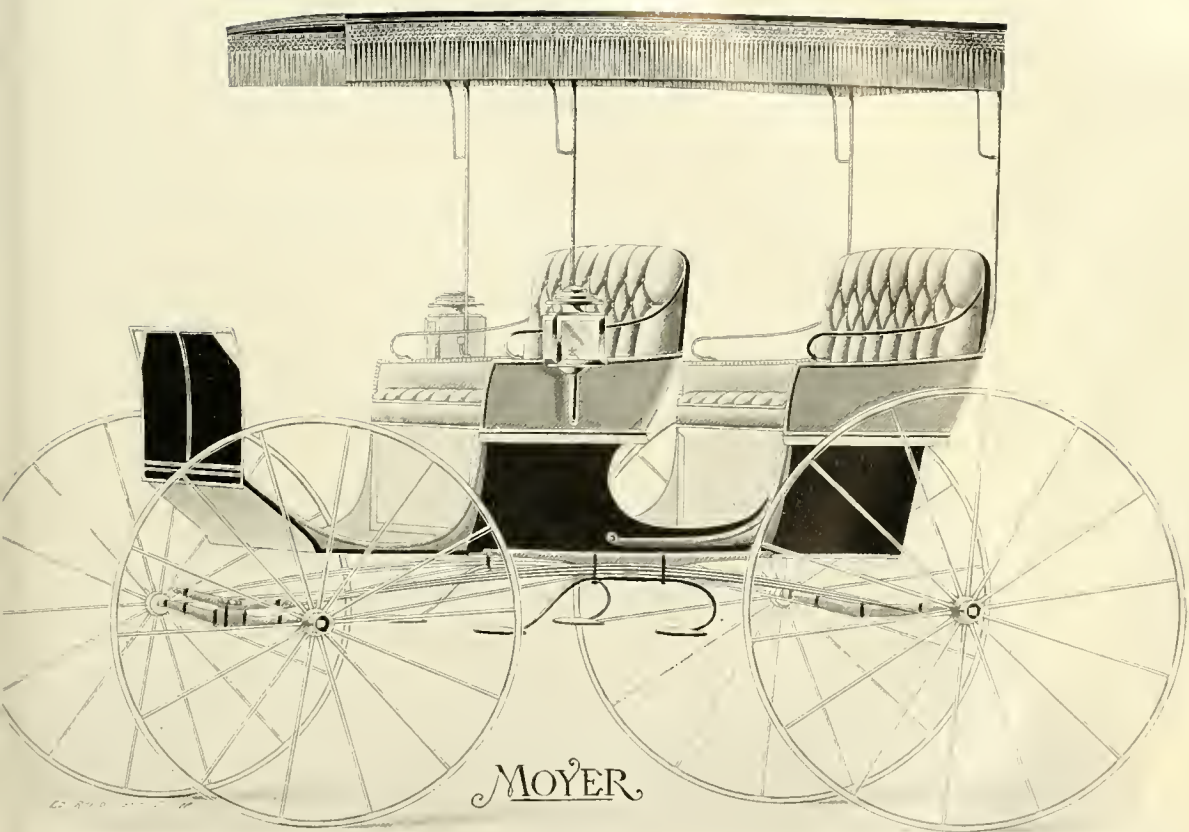


No. 63<sup>1</sup>/<sub>2</sub>, MOYER FAVORITE SIDE SPRING SIDE BAR BUGGY

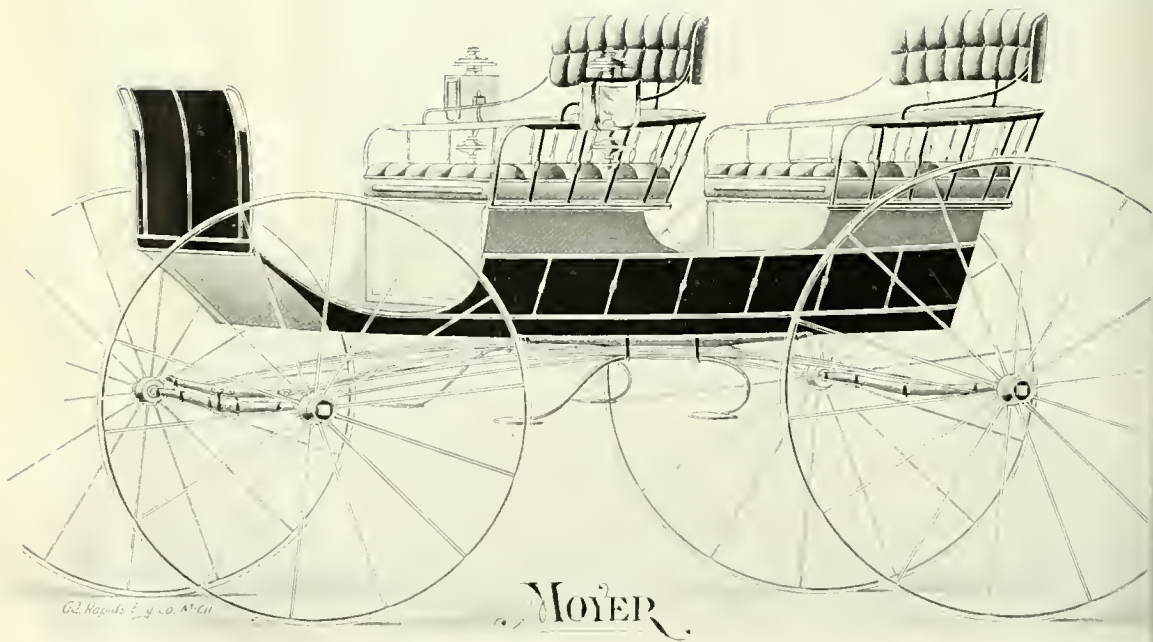


No. 197 NEW STYLE MOYER BANNER SPRING SURREY

No. 198 Same style as above  
with English Canopy Top



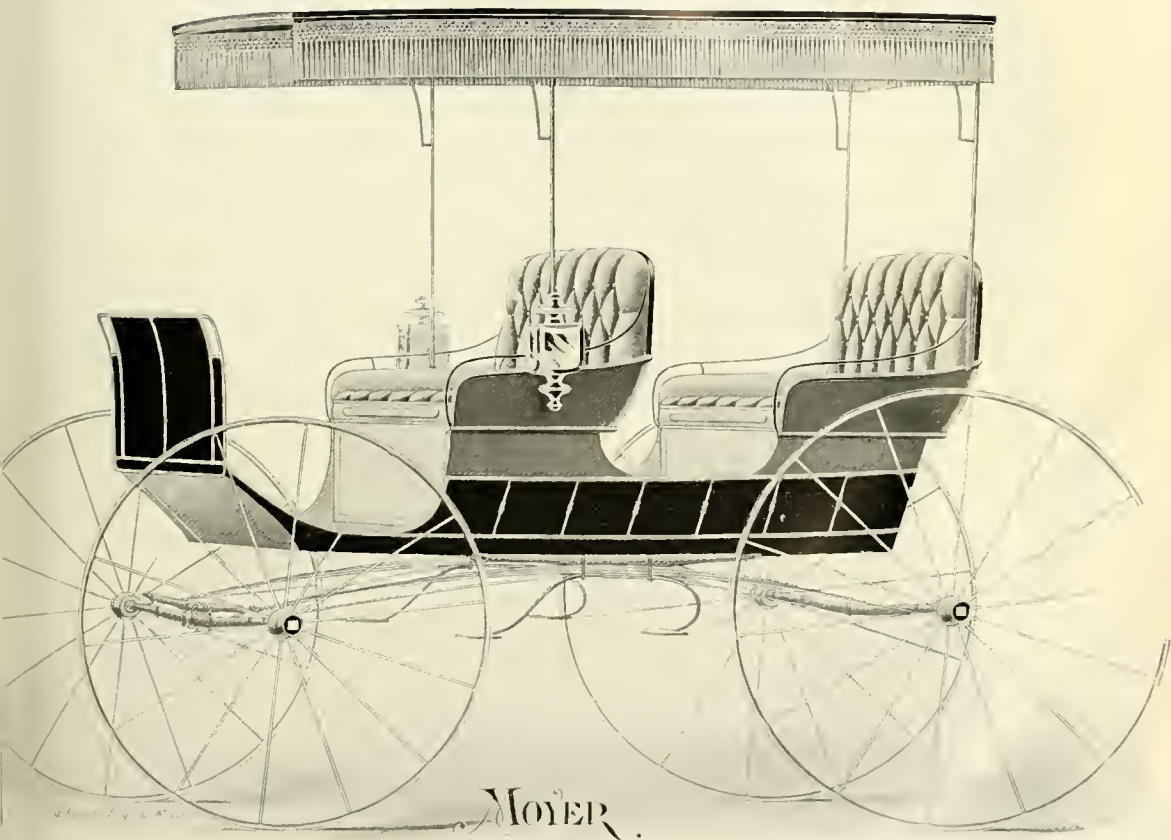
No. 198 NEW STYLE MOYER BANNER SPRING SURREY



No. 97  $\frac{1}{4}$  MOYER BANNER SPRING SURREY

Stick Seats

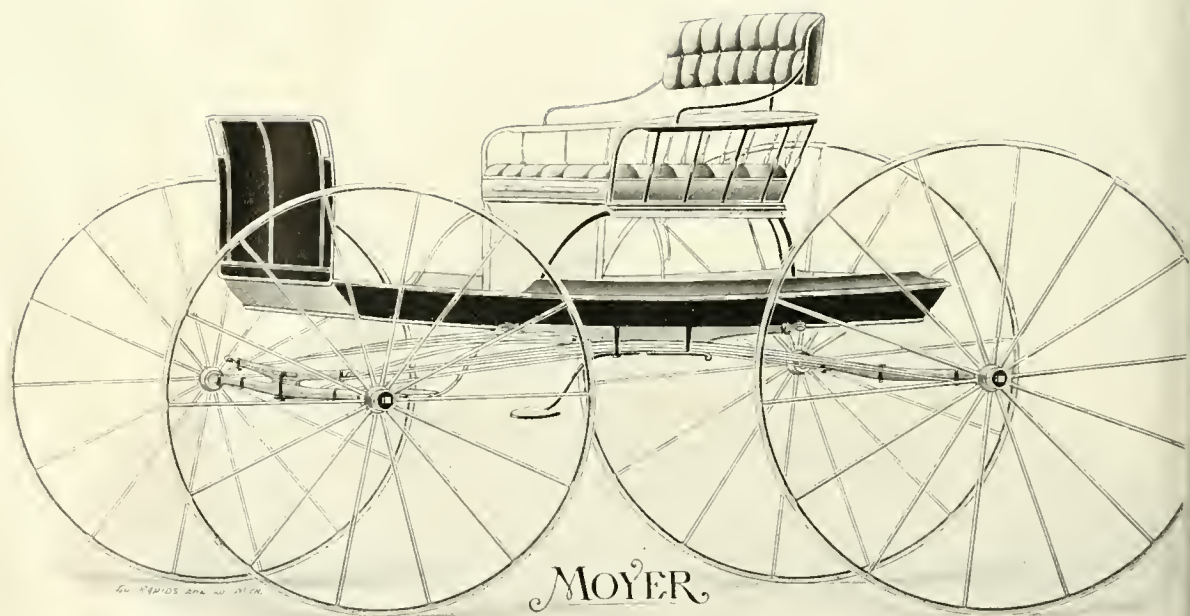




No. 97<sup>1</sup>/<sub>2</sub> MOYER BANNER SPRING SURREY

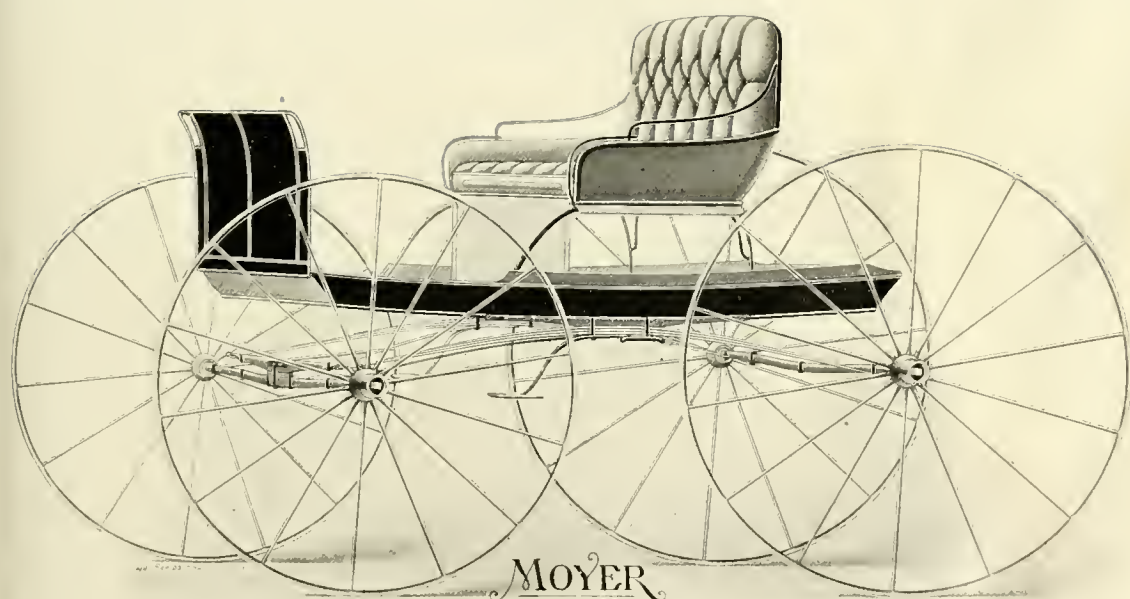
Phaeton Seats, Canopy Top. Rear Seat Removable without  
interfering with the Top

No. 97—Same as above, open

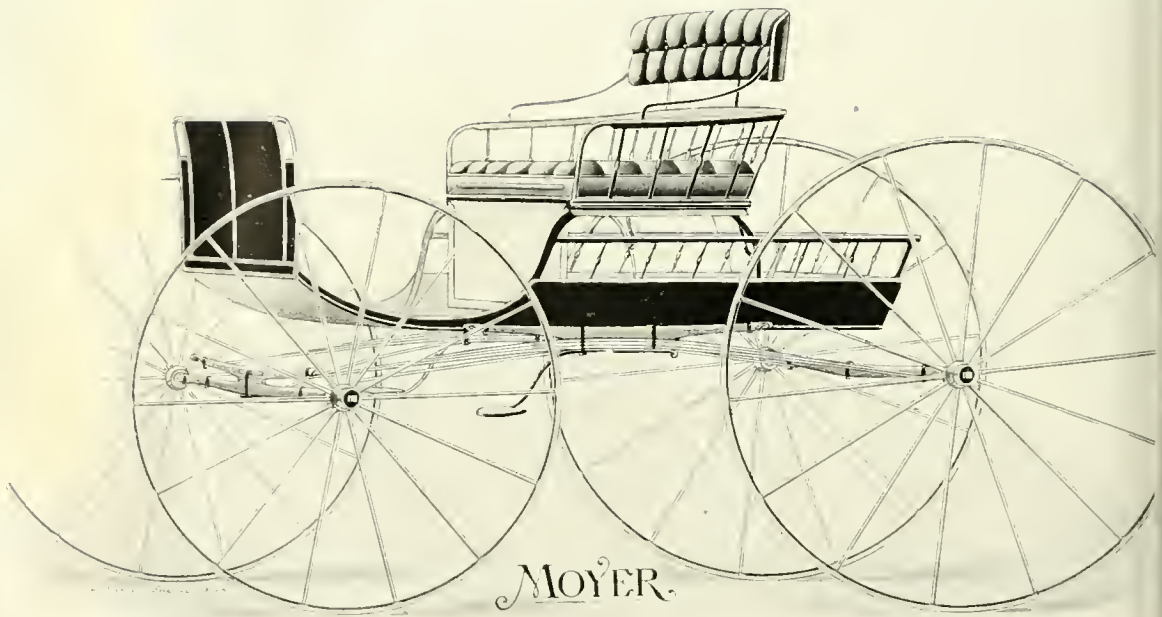


No. 90 $\frac{1}{4}$  MOYER BANNER SPRING BUGGY

Concord Body with Stick Seat

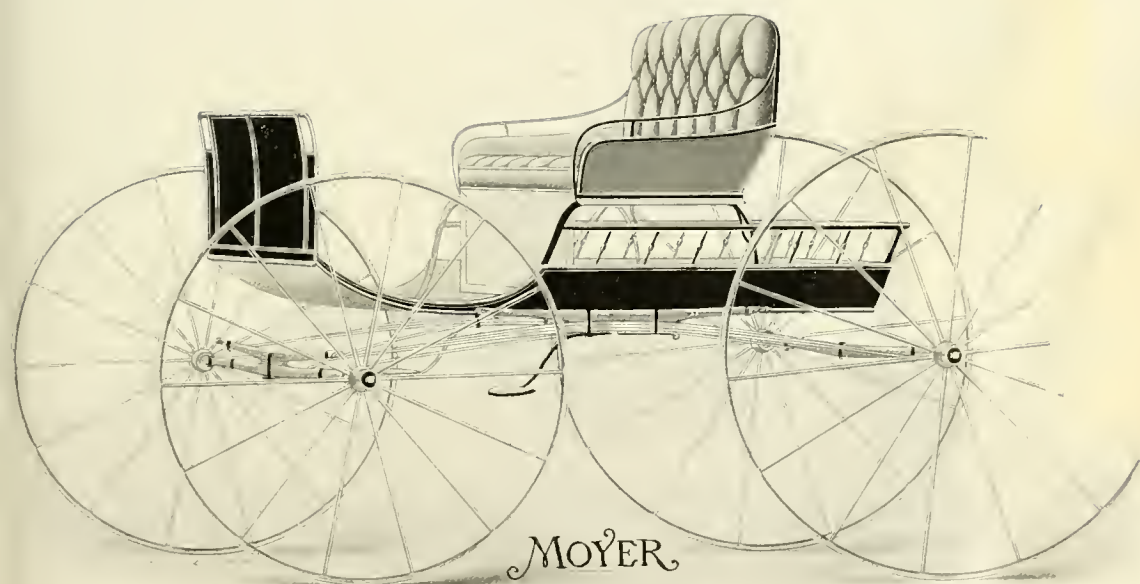


No. 90½ MOYER BANNER SPRING BUGGY



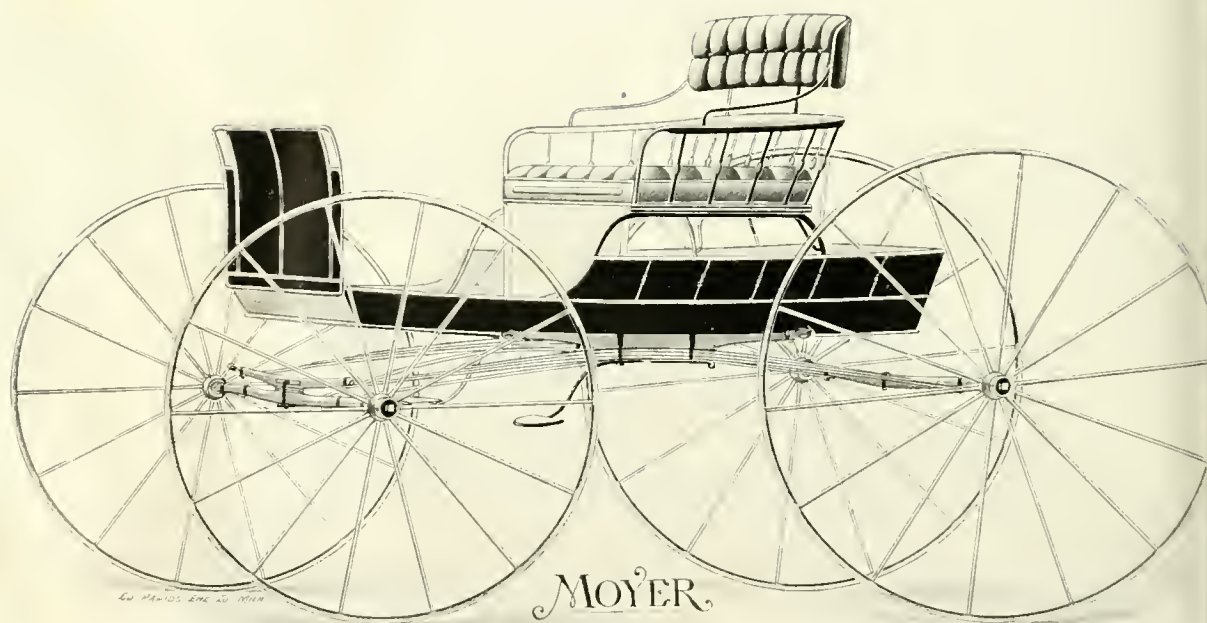
No. 91 $\frac{1}{4}$  MOYER BANNER SPRING BUGGY

Spindle Body with Stick Seat



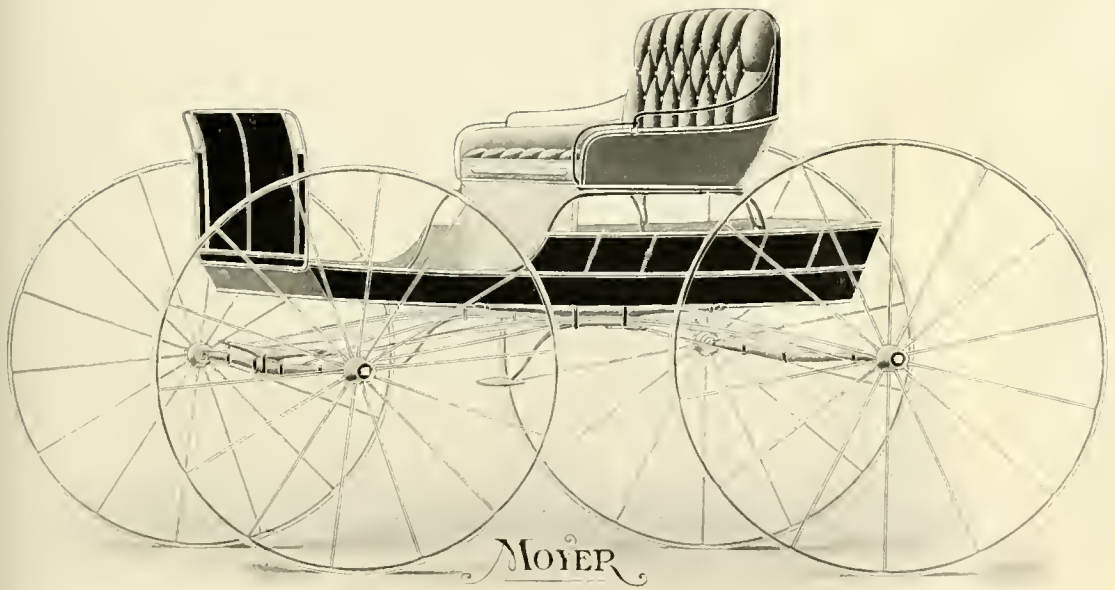
No. 91½ MOYER BANNER SPRING BUGGY



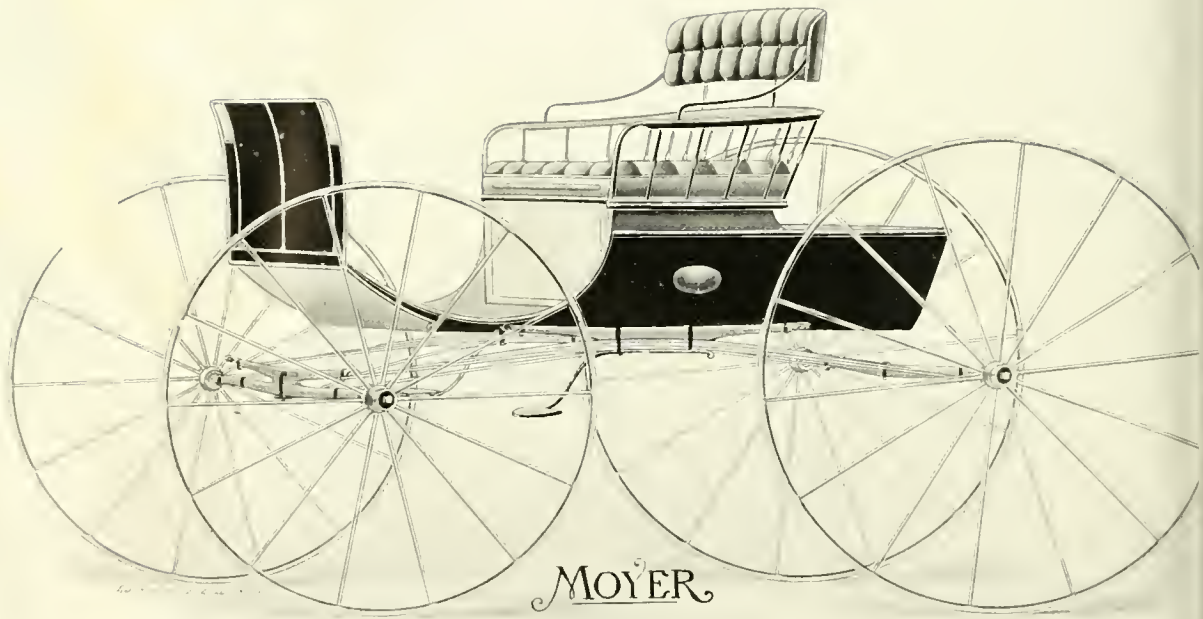


No. 98<sup>1</sup>/<sub>4</sub> MOYER BANNER SPRING BUGGY

Panel Body, Spindle Moulding and Stick Seat

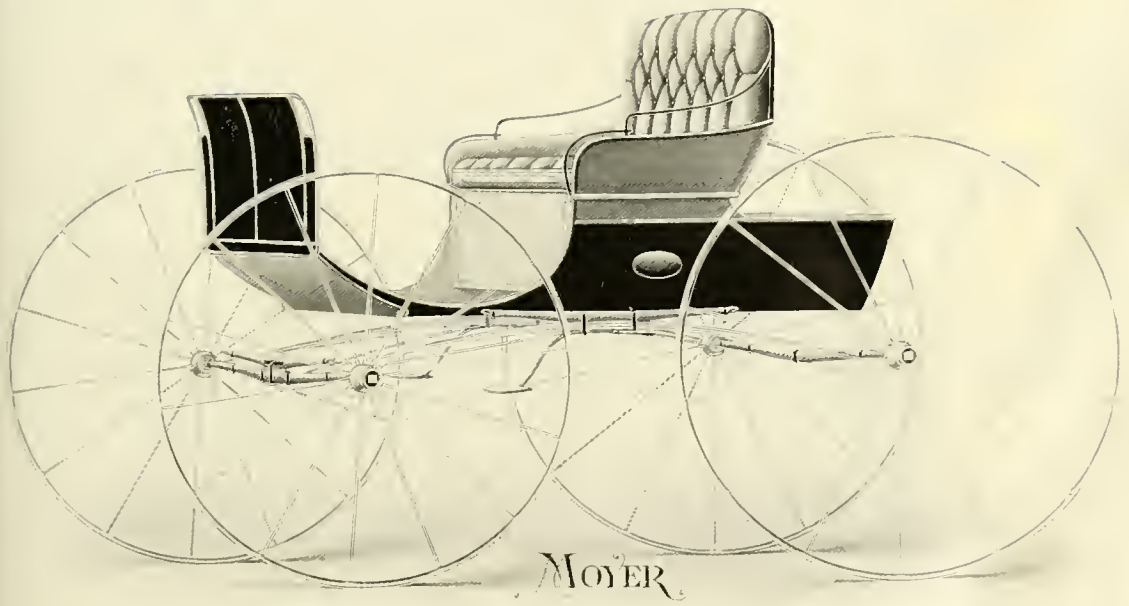


No. 98½ MOYER BANNER SPRING BUGGY

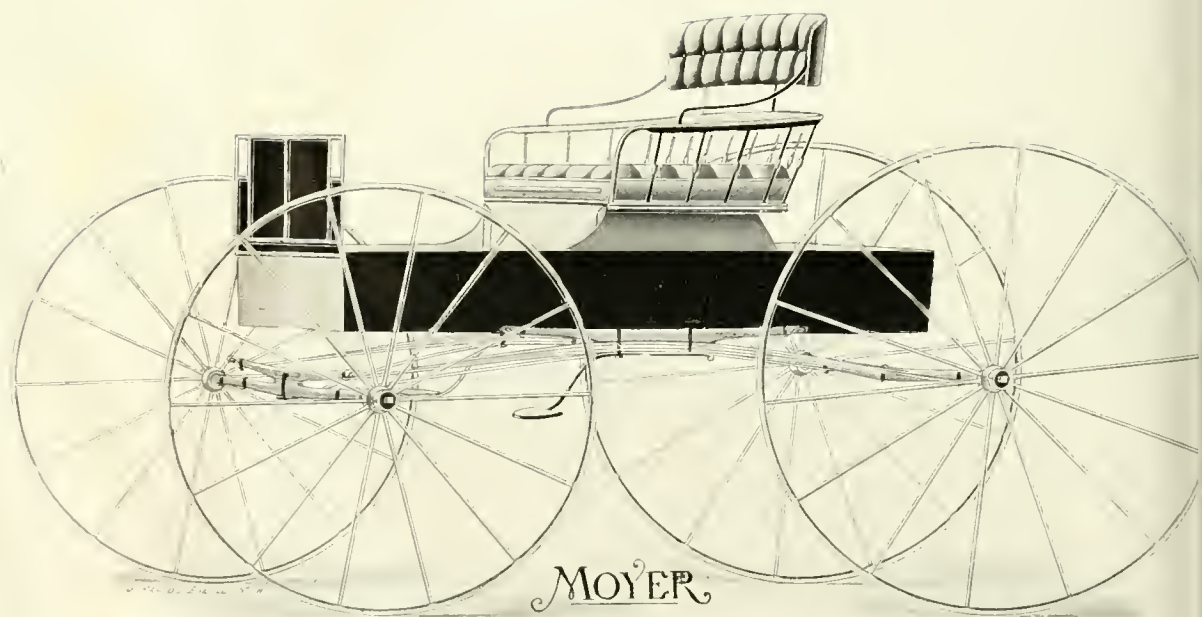


No. 94  $\frac{1}{4}$  MOYER BANNER SPRING BUGGY

Bracket Front Body with Stick Seat



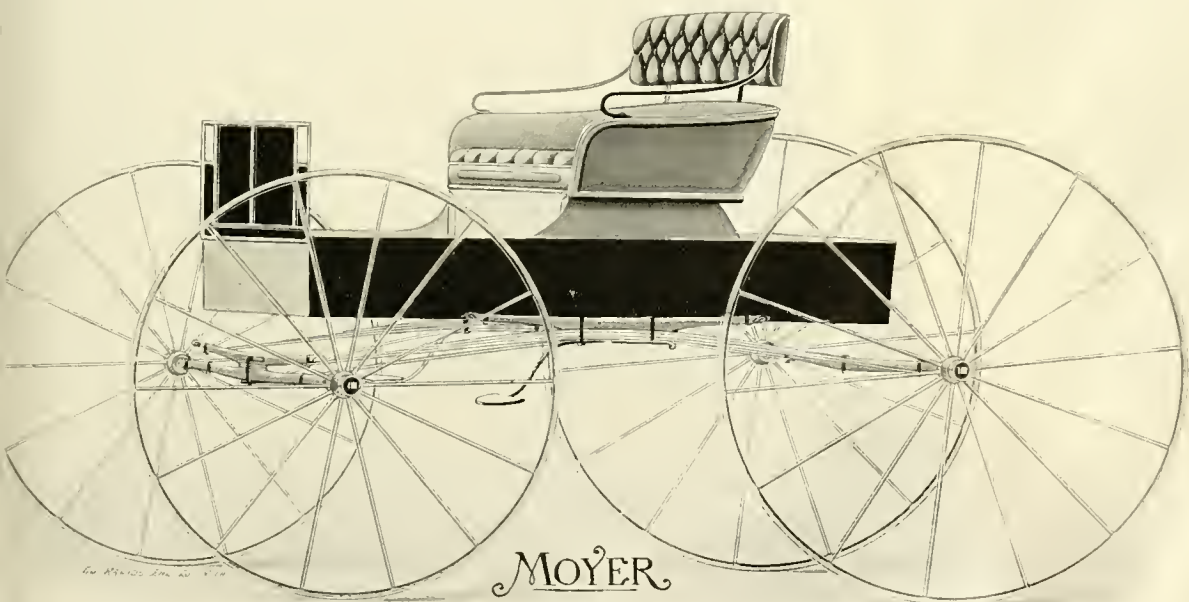
No. 94 $\frac{1}{2}$  MOYER BANNER SPRING BUGGY



No. 92<sup>1</sup>/<sub>4</sub> MOYER BANNER SPRING BUGGY

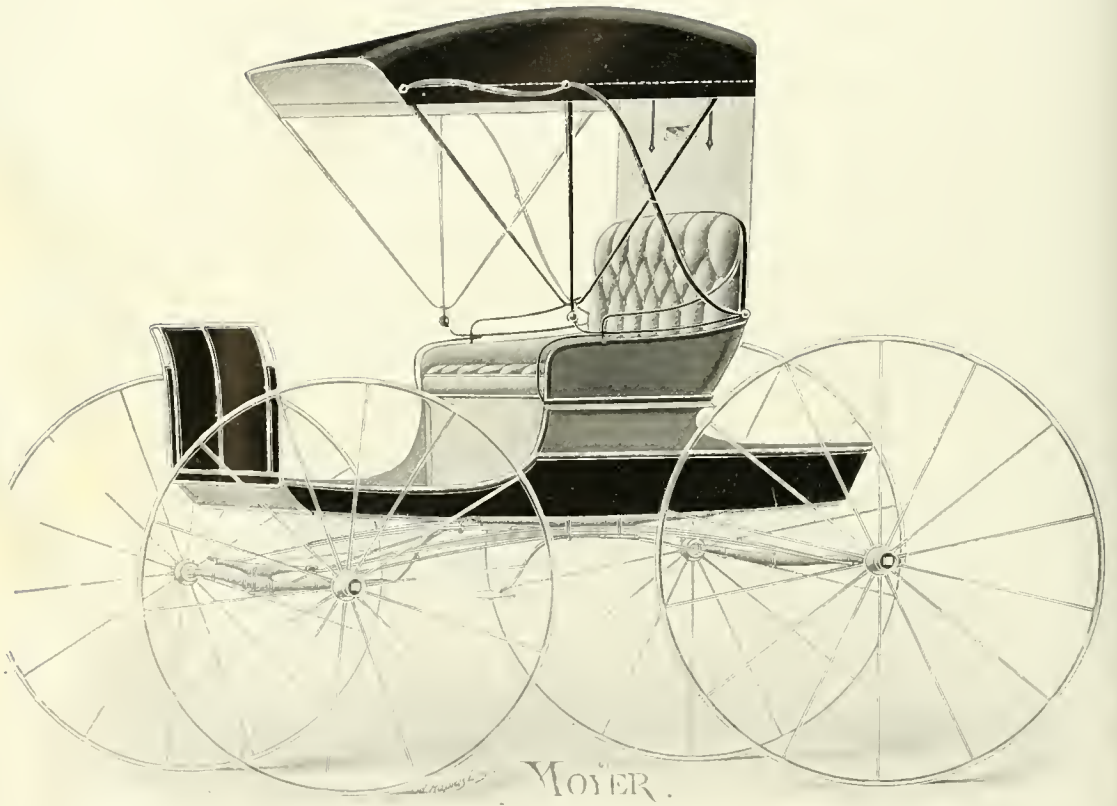
Piano Body with Stick Seat



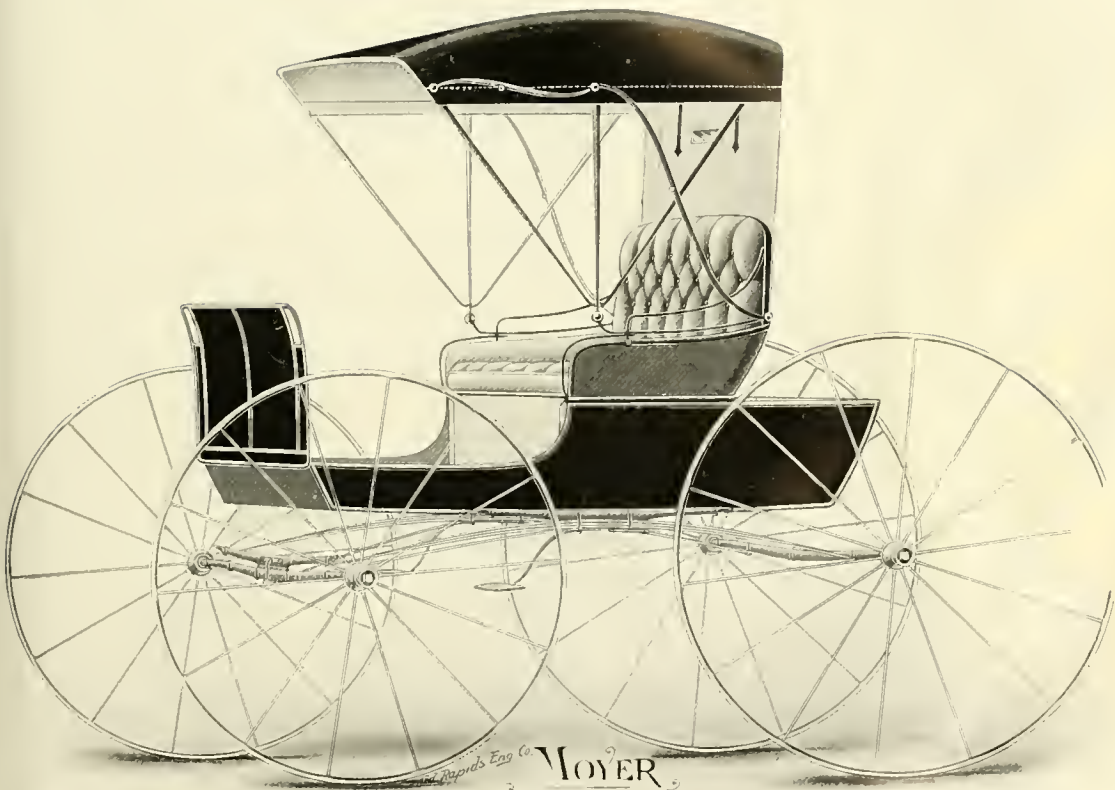


No. 92 $\frac{3}{4}$  MOYER BANNER SPRING BUGGY

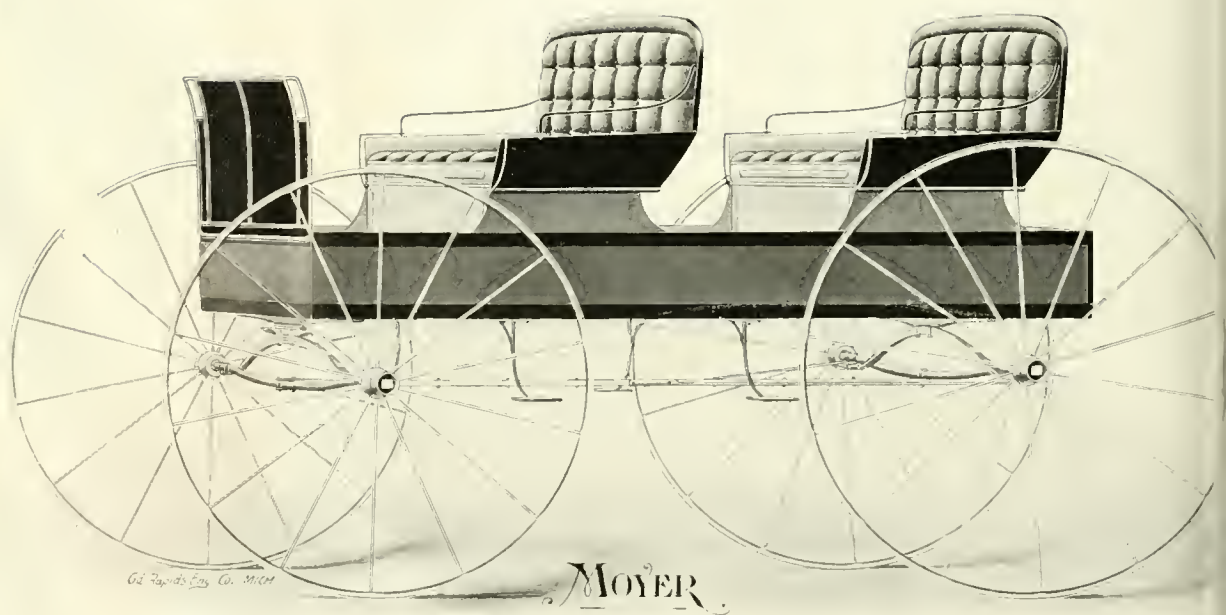
Piano Body and Solid Panel Round Cornered Seat



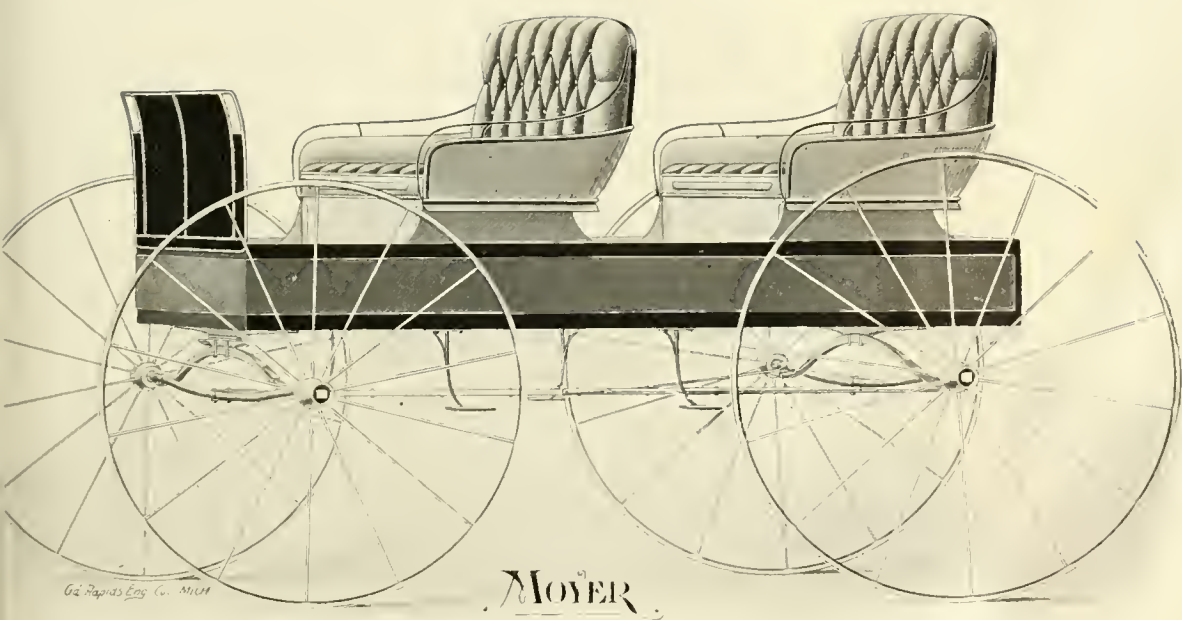
No. 96 $\frac{1}{2}$  MOYER BANNER SPRING BUGGY



No. 93<sup>1</sup>, MOYER BANNER SPRING BUGGY

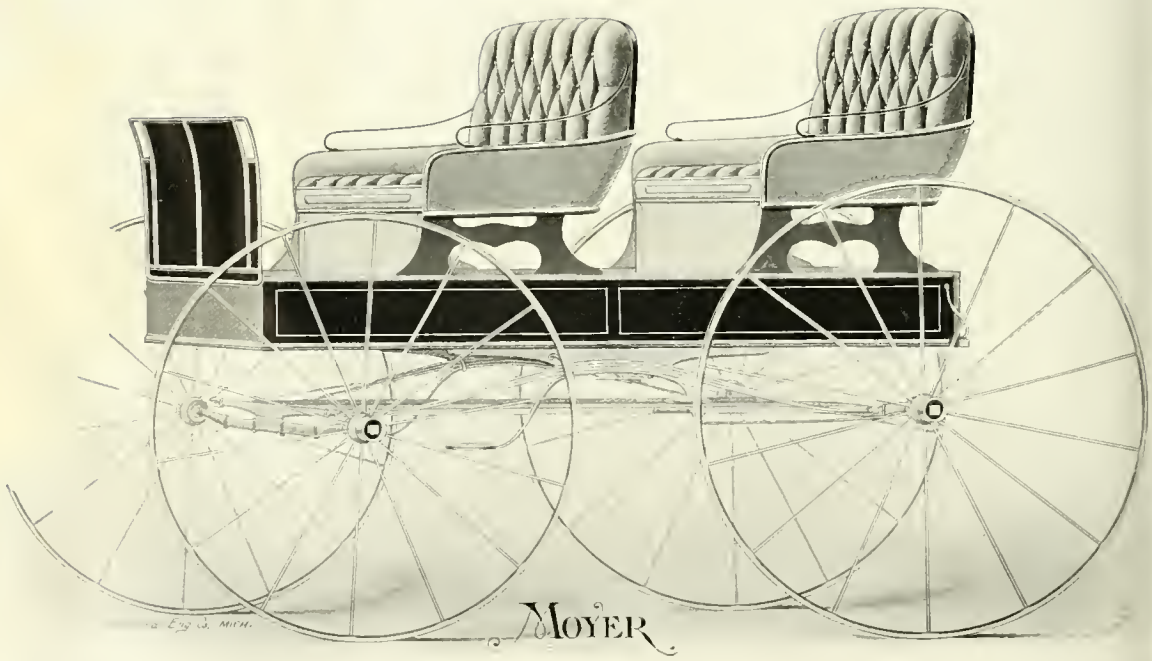


No. 50 New PERFECTED RUNABOUT

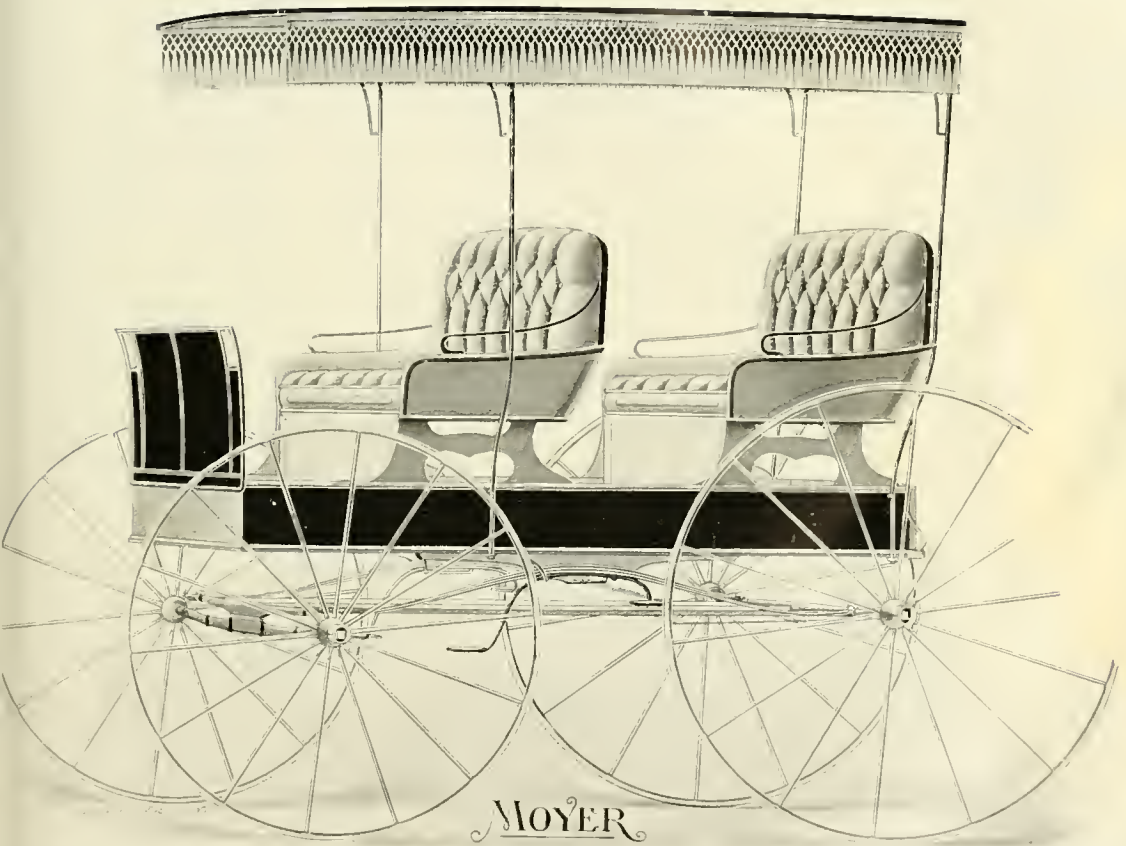


NO. 50<sup>1</sup>, NEW PERFECTED RUNABOUT

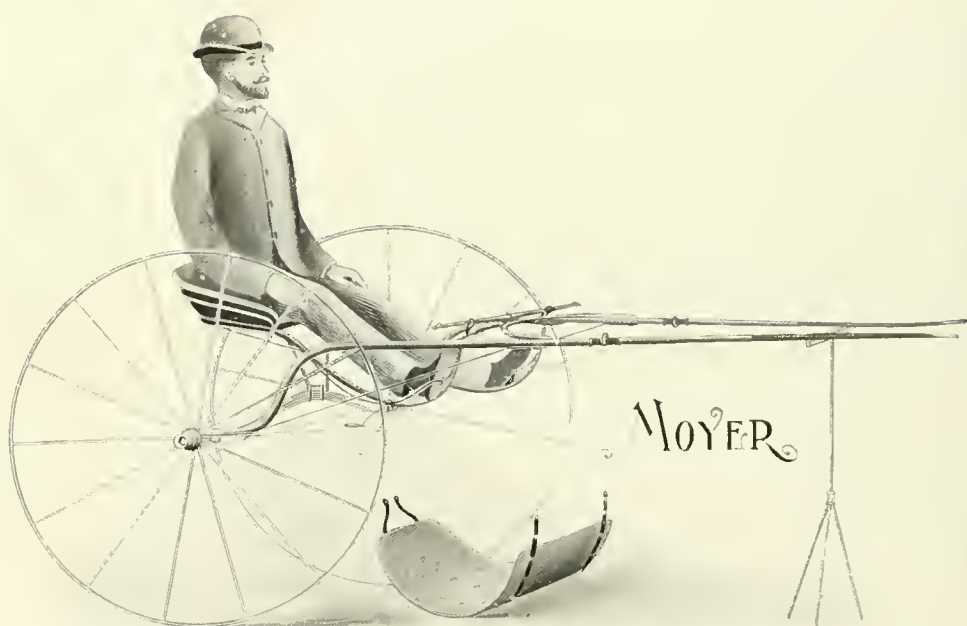




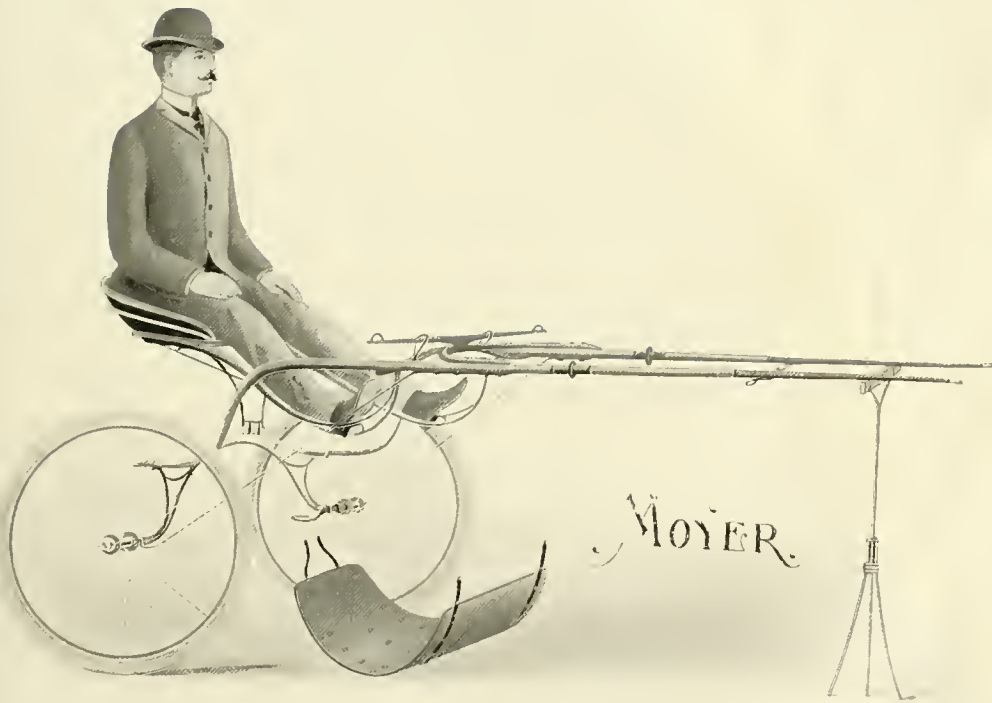
NO. 117 CONCORD DEMOCRAT



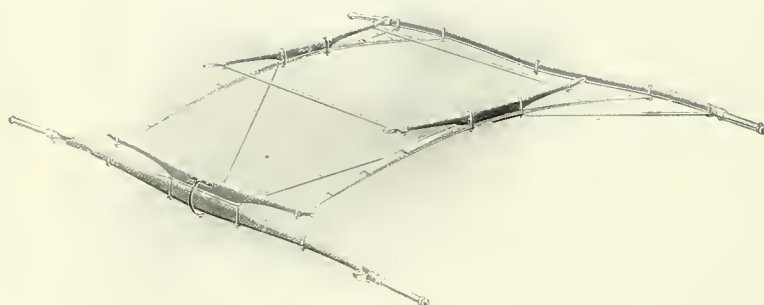
No. 117½ CONCORD DEMOCRAT



NO. 7 MONOPOLY SPEED AND ROAD CART

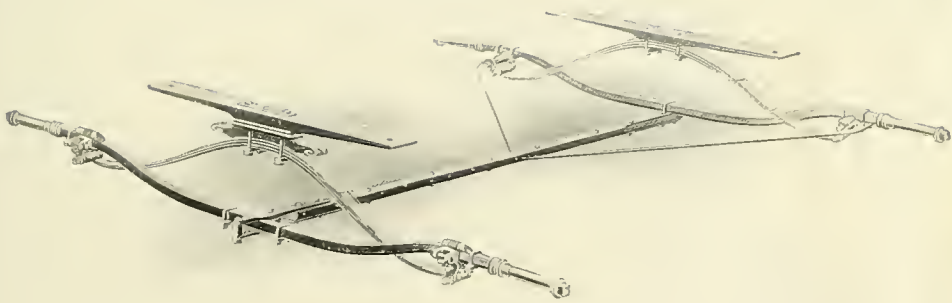


No. 8 MONOPOLY BIKE

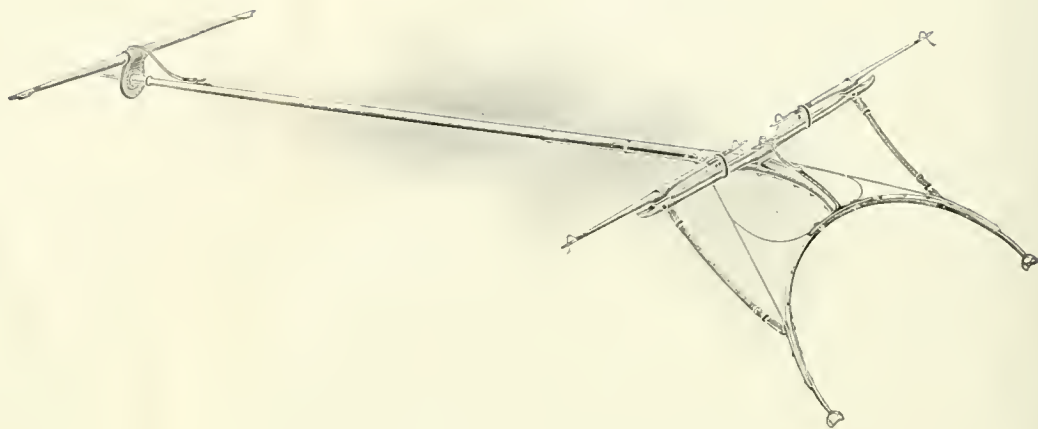


BANNER SPRING GEAR

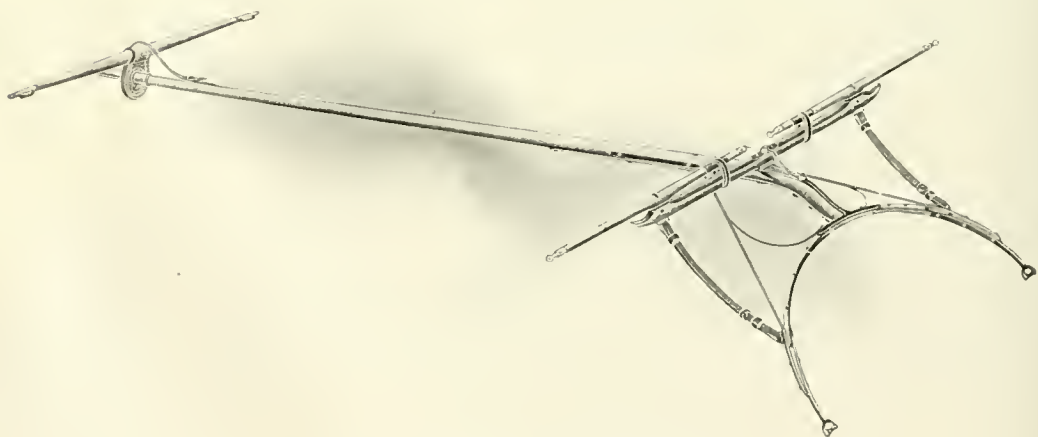




No. 50 New PERFECTED GEAR



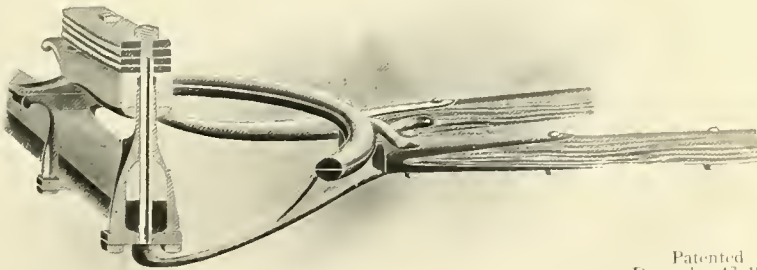
SINGLE BEND LIGHT BUGGY POLE



DOUBLE BEND SURREY POLE

## Moyer's Patent Noiseless King Bolt

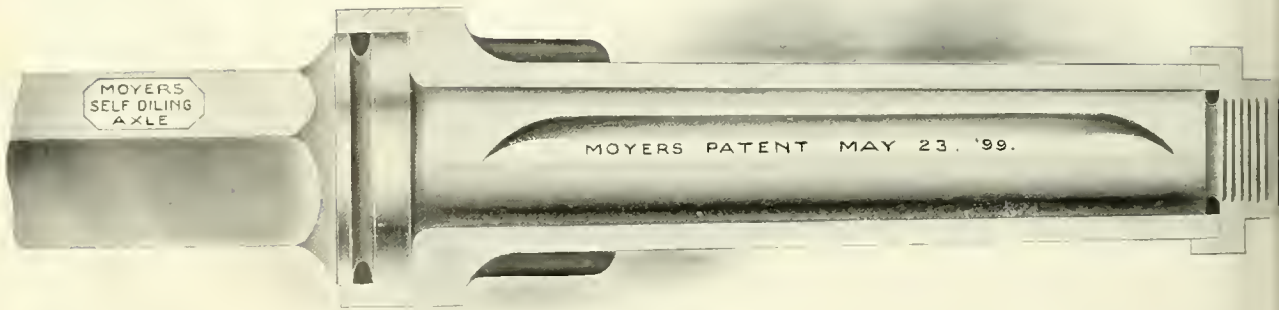
THIS, I consider one of the greatest improvements to the old style clip king bolt that has ever been made, on account of the endless trouble I have had with the old style king bolt getting loose and rattling. You will notice that the clip king bolt here does the same work it has always done, but through the centre of this king bolt there is an independent bolt which is forged solid to the stay brace which goes from the bottom of the axle to the reach. This does away with the clumsy, awkward nut on the bottom, which was always getting loose and producing a rattle. In the old style clip king bolt there is a nut on the top and one on the bottom. These nuts screw up in opposite directions to each other, so that by cramping the carriage you tighten one nut and loosen the other. When this is done, in one case it causes



Patented  
December 13, 1898  
by H. A. Moyer

it to rattle and in the other case causes the king bolt to be twisted off. With my improvement, the nut on the top of the king bolt never moves and is no more apt to get loose than the nut that holds the spring to the head block, as the king bolt always stands still, the clip king bolt turning with the axle back and forth as the carriage is cramped. In this way that great trouble of the loosening of the nut of the king bolt is avoided. The endless trouble that I have had in past years with the old style clip king bolt caused me to make this improvement, which I am very proud of, as it has done away with all that old trouble which we had with the old style clip king bolt and king bolt tie. This also makes a much tidier and neater connection than the old style.

## Moyer's Self-Oiling Axle



**S**URPASSES ANY AXLE EVER PRODUCED. The only absolute perfect self-oiling axle, which distributes its oil the entire length of the spindle without any opening through the axle to weaken it and cause it to break. No openings to stop up and stop the flow of grease and no felt pads to look after. The groove in this axle is filled with Moyer's Thirty-Day Axle Grease and the friction of the axle box on the axle, causes the axle to warm, and it at once causes the grease to flow out of the groove the entire length. For this reason it is a perfect self-oiling axle. The collar on this axle is so arranged as to admit the use of washers twice the width usually used. The axle box bears the entire length of the spindle, which causes the axle to wear alike the entire length. A box of Moyer's Thirty-Day Axle Grease will be furnished with each set of axles. A great selling feature for any carriage.

## Moyer's Thirty-Day Axle Grease

FOR FINE carriages only. Moyer's Self-Oiling Axle, oiled with this grease, used with a wheel on it running 500 days or over 19 months, running 140 miles per day—making a total distance of 70,000 miles with one oiling the day the wheel was started to run. This test was made on a wheel run by power in my factory and is surely one of the greatest tests I ever knew of being made. This simply shows the merit of this great axle and this great axle grease, which I truly believe have no equals, and by purchasing one of Moyer's carriages you will be able to prove the quality of this axle and axle grease to be all that I claim for it—the greatest in use. Another desirable feature in using this axle and grease is that you will never be troubled with oil running out all over the hub of your wheel. Also I have run a carriage four months with one oiling—an average of 100 miles per week.

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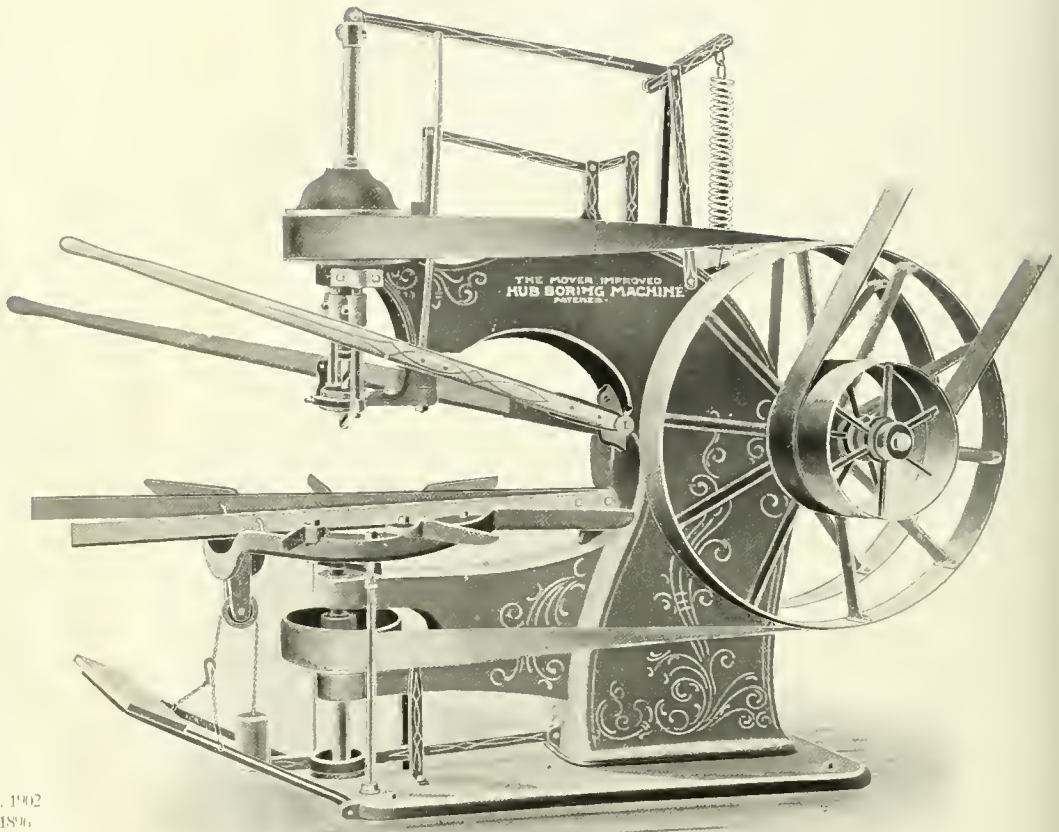
ALTHOUGH the Moyer Self-Oiling Axle, when oiled with Moyer's Thirty-Day Axle Grease, will run four months without oiling, I do not advise that it be used this way, as I think it better to clean the axle up and re-oil it about every two months. I have received a great many compliments on this axle and the Thirty-Day Axle Grease, and my customers all tell me that they have never used anything that was any comparison to it. In fact, some of my customers have claimed that they would be willing to give me \$25 more for a carriage to wear out with this axle on, if necessary, in preference to using any other. When this grease is used on common, ordinary axles it is not necessary to grease the carriage but once a week, and when the carriage is not used very much it will run two weeks with one greasing and give good satisfaction.

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This Grease will last four times as long on a common axle as any other oil.



## The King of All



Patented  
November 29, 1902  
February 25, 1896  
by H. A. Moyer

### The Improved Moyer Patent Hub Boring Machine

Four hundred of these great machines used by the largest carriage builders of the world. Does the work perfectly and guaranteed to do it twice as fast as any other machine. A proved success and a great winner. No factory making 500 jobs can afford to be without it.

## Terms of Sale

**S**TRICTLY Three Months. Positively no goods on consignment. No goods will be sent from factory except on a bona-fide sale. Positively no open accounts. Goods must be settled for by note or acceptance within 30 days from date of shipment. All bills not settled for within 40 days will be subject to three months' draft, dating from date of shipment. When purchasers are unknown to me, or without satisfactory rating, I will ship the goods in my own name and draw at sight, with endorsed bill of lading attached, providing money is advanced to pay freight both ways.

I obtain the best rates possible for my customers, but do not in any case guarantee them or allow overcharges to be made to me or deducted from remittances. My work is all boxed and delivered free of charge on board of cars at Syracuse, N. Y., and shipped in good order. I do not insure safe carriage or delivery. In case of overcharge or delay in transit, the purchasers' recourse is on the carrier.

In ordering, be sure and state the width of track desired, otherwise, where no track is mentioned, New York track, 4-8, will be sent.





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1881

1881

1881

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1876 — 1909

1909







